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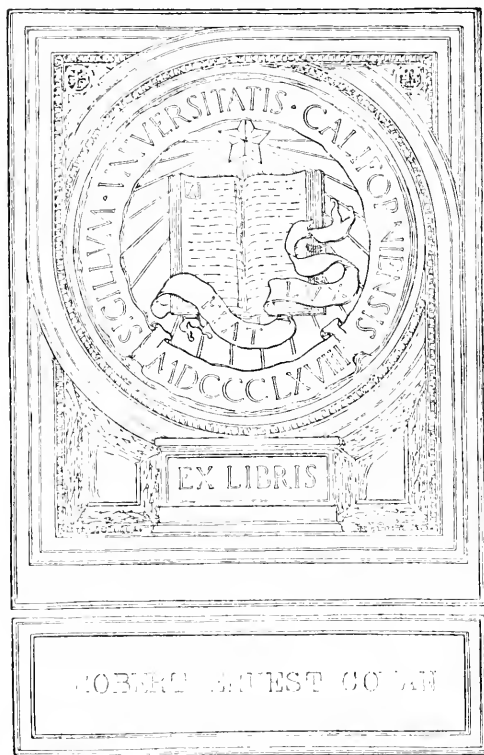
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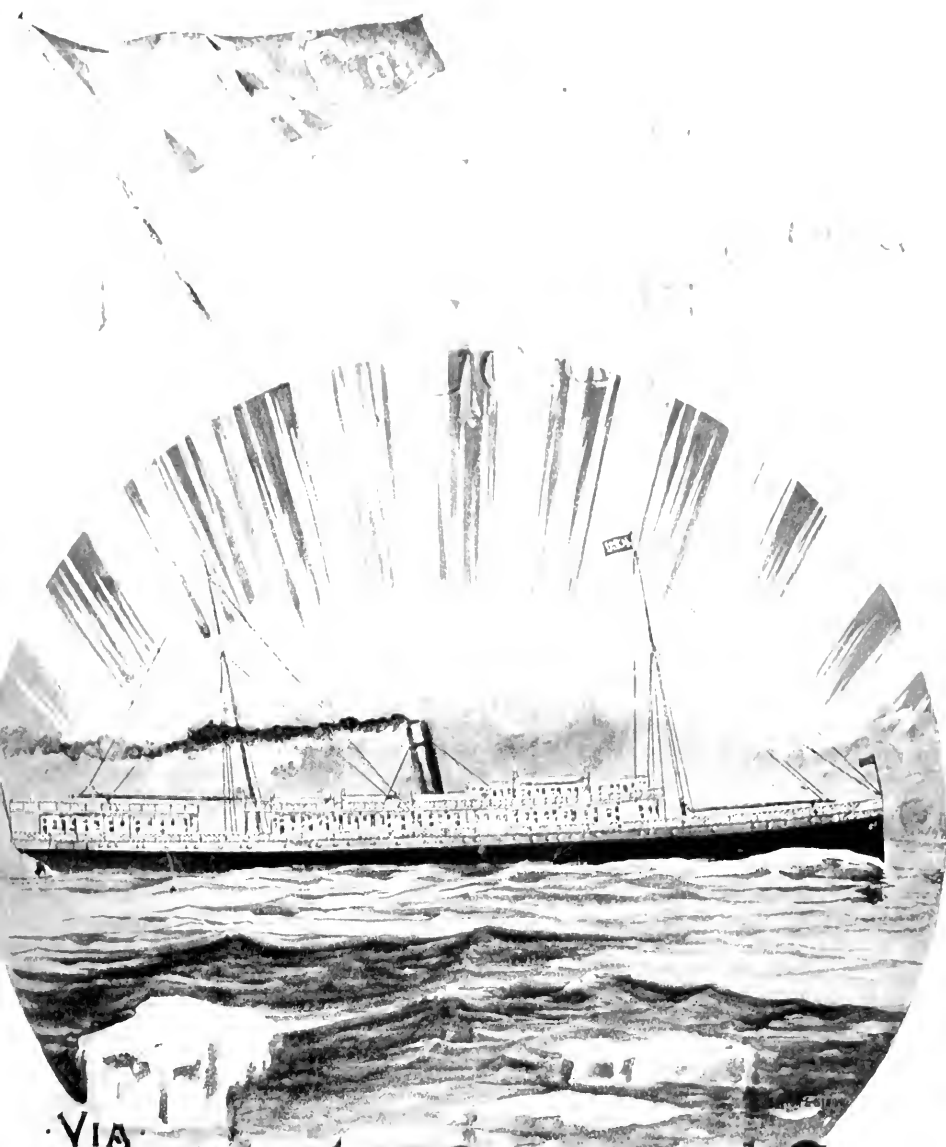
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INTRODUCTION.

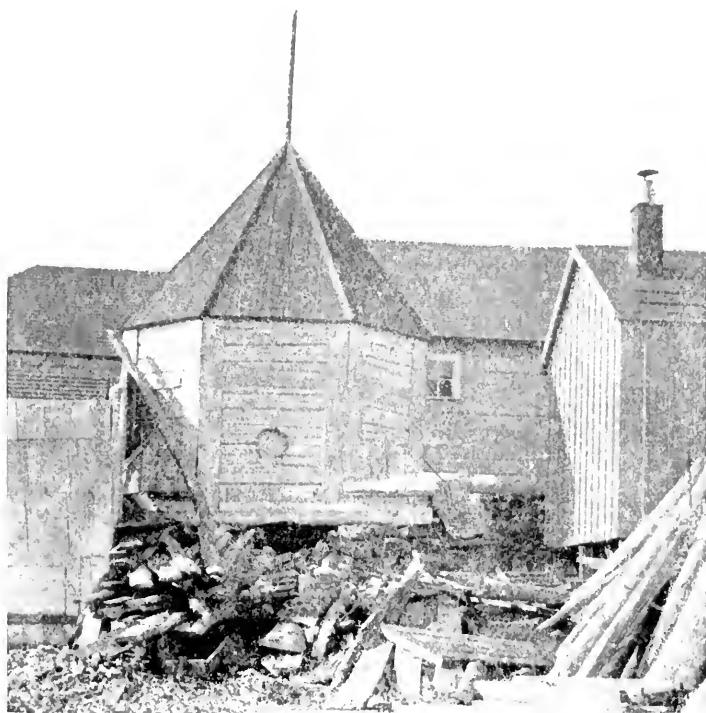
The phenomenally rich gold discoveries that have been made recently on the Yukon River and its tributaries have turned the eyes of the civilized world toward Alaska. Men who had toiled steadily and painfully throughout their lives to secure a bare existence, to whom luxuries were unknown and a life of labor



THE ALASKA COMMERCIAL COMPANY'S STORE AT CIRCLE CITY.

was all they had to look forward to, had gone there and in a few months amassed fortunes that rendered them independent for life. For years Alaska has been looked upon as merely a land for the tourist and the pleasure seeker. Its glaciers and its mountains, its wealth of scenery that cannot be equaled elsewhere in the world, rendered it a wonderland that filled the beholder with admiration of its beauty and grandeur. To-day Alaska is the Mecca for the fortune seeker. When the "Excelsior" steamed into the harbor of

San Francisco bringing nearly one million dollars in gold that had been wrested from the streams of the Klondike country, it inaugurated an exodus without parallel in the annals of history. Though the hardy adventurers who flocked there were numbered by thousands, many decided to await the coming of spring before undertaking the journey. The short Alaskan summer was already



OLD RUSSIAN FORT AT ST. MICHAEL.

far advanced, and only the most venturesome were willing to encounter the rigors of the Arctic winter.

Throughout the country there is a demand for information concerning this new land of promise. The

man who would go there hoping, by a few years of labor, to place himself beyond the possibility of want, desires to know how to

reach the gold fields, what preparations to make for the journey, and what conditions he will find when he gets there. The Alaska Commercial Company has been a pioneer in the exploration of this country. When, to the popular mind, Alaska was little more than a name, agents of the company were pushing across its trackless fields of ice, navigating the torrential rivers, and investigating its limitless resources. The company has thus accumulated a vast store of information, and is eminently qualified to advise and suggest to the prospective fortune seeker who thinks of making his home in the frozen North. With a view to making this information available to those who are contemplating the trip this little book has been prepared. A perusal of its pages will enable them to guard against the trials and hardships that are inevitable on such a journey.

The information that will be found most valuable is presented in the following pages. There are two

points, however, that deserve special emphasis. A large city offers advantages in outfitting for so extensive and so peculiar a journey that cannot be found elsewhere. San Francisco offers such advantages. It is the metropolis of the Pacific Coast. Its stores present the greatest variety of goods from which to select. The large volume of business transacted enables the merchants to sell at a lower price than would be possible in a smaller community. Goods can be shipped from this point to greater advantage than elsewhere. In this connection we would recommend the firms whose goods and facilities are mentioned in this book. Their goods have been tried and tested fully in Alaska, after much competition, and have been proved the best obtainable. As San Francisco is the principal city and commercial center of this coast it is naturally to the interest of any intending traveler to start from this point.

Again, the time that intervenes between arrival in this city and the departure of the steamer can be pleasantly employed in sight-seeing that involves

very little expense. San Francisco has a great variety of points of interest that are peculiar to this far Western city. The cable and electric car lines, climbing the many hills in all directions present ever-changing views of the city and the bay, one of the most beautiful in the world. The street car lines of San Francisco are patronized by those riding simply for pleasure to a greater extent than those of any other city in the world. To the western part of the penin-

sula steamcar lines skirt along the cliffs on the shores of the Golden Gate and Pacific Ocean, and carry their passengers to the Cliff House, with its views of the world-famed Seal Rocks, to Sutro Heights, and the baths fed by the waters of the ocean and containing the largest swimming tanks under cover in the world. The Golden Gate Park, with its concert valley, its museum, its conservatories, and its children's playground, the United States Branch Mint, the mineral collection of the State Mining Bureau, Chinatown, where the life of the Orient is seen in the heart of the city, and surrounded on all sides by the evidences of Western civilization, the cheap theaters—all these, and many other features offer inexpensive amusement for the traveler whose time hangs heavily on his hands.

Furthermore the transportation facilities and arrangements for the shipment of freight are unexcelled, and

these are considerations of the utmost importance to travelers. A sea voyage covering thousands of miles, and occupying thirty or more days, is filled with inconveniences and hardships unless everything is done by the steamship company to insure the comfort of its guests. For the transportation of passengers and freight the Alaska Commercial Company has its own fleet of steamships, specially equipped for the Northern trip. Included among these are the steel steamship "St. Paul," recently built for the company, the "Bertha" and the "Dora." These vessels are all staunch and seaworthy, and have been equipped with all the modern conveniences for the comfort of passengers. Information as to their cabin plans, the rates of fare and the charges for freight will be found elsewhere in this book. The rush to the North when the warm springtime comes will be enormous, and hence it is important that arrangements for transportation and the shipment of goods and supplies should be made as early as possible.

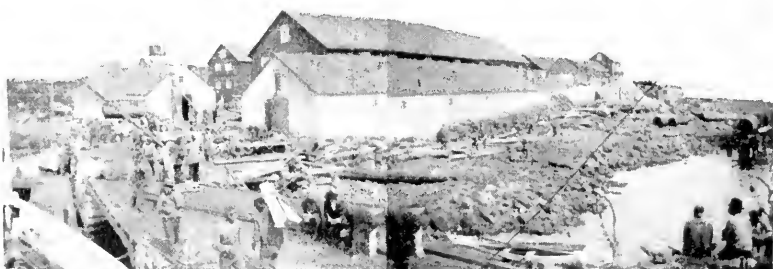
In this book we have, in as clear and distinct a manner as possible, described every feature of all the Alaskan trips,

and every detail has been verified by our agents and members of the company who have had a direct personal knowledge of the entire Alaskan territory. Again urging the advantages of making San Francisco the point of departure, we commend this book to the public.

THE ALASKA COMMERCIAL COMPANY.

A Brief History of the Great Pioneer Commercial and Transportation Institution.

Alaska was purchased from Russia by the United States in 1867. Even prior to this time the Alaska Commercial Company had representatives there securing information regarding the country. In 1867 the Company bought out the Russian-American Company that had been engaged in trading for many years. The Pribyloff Islands were leased to the Company for twenty years from May 1, 1870, under an Act of Congress, approved July 1, 1870. The annual rental paid was \$55,000, with a tax of \$2.62 on each sealskin taken, making the total rental \$317,000.00 per annum. It will thus be seen



WHARF AND WAREHOUSES AT ST. MICHAEL.

that the Company has paid nearly seven million dollars in rentals to the United States.

They established stations at all the principal points in Alaska during 1868 and 1869, and had a passenger and freight boat running on the Yukon River in 1869. The Company has been engaged actively in business for nearly thirty years, consequently, owing to this long continued occupation of territory, it possesses advantages of a superior character in connection with everything relating to Alaska. It has a thorough knowledge of the style and quality of provisions and clothing best suited to the needs of the country. Its facilities for the transportation of passengers and freight are unexcelled. It has the advantages of having a plant already established and vessels on the river ready to proceed to the Klondike district as

soon as the river opens. Wood piles are already stacked at convenient points on the river, and, therefore, passengers traveling on its steamers will not be subject to the delays and trouble that will be attendant upon people who have not taken time by the forelock, and, so, thoughtfully provided themselves with fuel, which is, of course, the great essential of the river trip. The reputation of the Company for taking proper care of passengers is so well established that comment is unnecessary. The steamers of the Company are fast and commodious, and are equipped with everything necessary for the comfort of passengers. The Company takes justifiable pride in referring to its successful business career, and particularly to the fact that since it first engaged in the transportation business in 1869 there has not been one case of a loss of life. The captains of their steamers have been on the river for many years and are thoroughly acquainted with the dangers and difficulties of navigation. In this respect it will be seen that passengers have a perfect guarantee of safety.



NATIVE HOUSES AND CACHE.

The Company's reputation for integrity and fair dealing is known practically the world over, and its word in any business transaction is as good as its bond. Passengers traveling to the Klondike will find it to their best interests to go there under the auspices of the Alaska Commercial Company and they will be sure of making the trip without danger or discomfort. They have a full and accurate knowledge of the country and its peculiar features—a knowledge not possessed by any other company, and which could only be acquired by years of direct experience and the expenditure of large sums of money.

As an illustration of the fact that the Alaska Commercial Company was interested in the development of Alaskan mines more than twenty years ago, the following letter is appended. The letter was a portion of the evidence furnished in the investigation of the fur-seal

fisheries of Alaska by the House of Representatives in January, 1889. It also ably illustrates the honorable policy that has characterized the Company in its dealings with its patrons:

SAN FRANCISCO, May 7, 1886.

Mr. M. Lorenz, Agent, St. Michael, Alaska.

DEAR SIR: We have been informed that a large number of miners have already started for the Yukon and Stewart River mines, and it is probable that many others will be attracted to that section of the Territory in consequence of the supposed existence of rich diggings in that district. Considering that the Company's station at St. Michael is the nearest source of supply, an extra amount of groceries and provisions have been sent to you to meet the possible demands likely to be made upon you during the coming winter. It must not be understood, however, that the shipment referred to is made for the purpose of realizing profits beyond the regular schedule of prices heretofore established; our object is to simply avoid any possible suffering which the large increase of population, insufficiently provided with articles of food, might occasion. Hence you are directed to store the supplies as a reserve to meet the probable contingency herein indicated, and in that case to dispose of the same to actual customers only, and in such quantities as will enable you to relieve the wants and necessities of each and every person that may have occasion to ask for it.

In this connection we deem it particularly necessary to say to you that traders in the employ of the Company, or such others as draw their supplies from the stores of the Company, doing business on their own account, must not be permitted to charge excessive profits; otherwise all business relations with such parties must cease, as the Company cannot permit itself to be made an instrument of oppression toward any one that they may come in contact with.

It is useless to add that in case of absolute poverty and want the person or persons placed in that unfortunate position should be promptly furnished with the means of subsistence without pay, simply reporting such facts at your earliest convenience to the home office.

Asking your strict compliance with the foregoing instructions, which we hope will be carried out with due discretion on your part, I am, with kind regards to yourself and Mrs. Lorenz,

Yours truly,

LEWIS GERSTLE, President.

For any information regarding the Yukon and Klondike districts, apply to the

ALASKA COMMERCIAL COMPANY,
310 SANSOME STREET, SAN FRANCISCO, CAL.

THE COMPANY'S STEAMSHIPS.

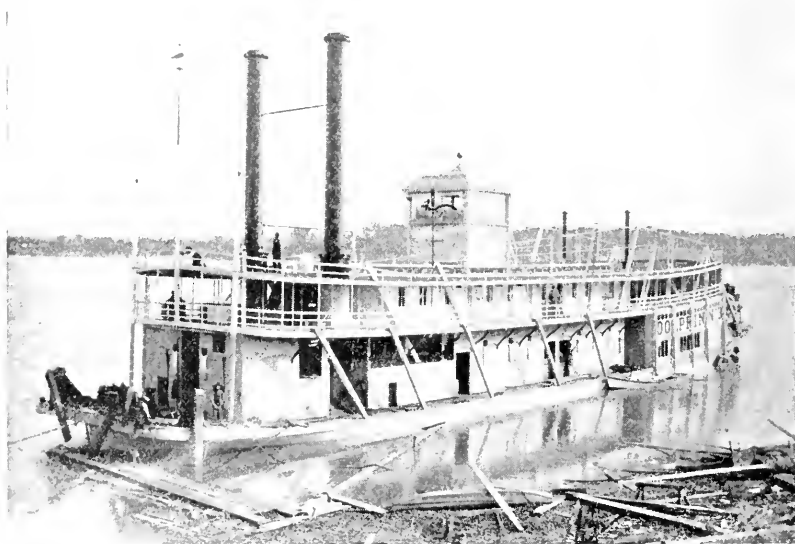
A Concise Description of the Fleet of Steamers Owned and Operated by the Alaska Commercial Company.

Of the transportation companies operating between San Francisco and the Klondike gold fields, the one that is most widely and favorably known is the pioneer line—The Alaska Commercial Company. The length of its time of service, extending over a period of almost three decades, has given to it an experience that is not possessed by any other company. As time has rolled on the Company has steadily advanced in its carrying capacity until now its fleet of vessels is almost irreproachable. The knowledge gained by years of travel on the Pacific Ocean and the great Yukon River, has been of great value to the Company, and it is now prepared to give to its patrons the best possible service. The captains of the vessels and all of the other officers have been in the employ of the Company for many years and fully understand everything necessary for the safe and speedy transportation and the comfort of passengers.

The latest acquisition of the Company is the magnificent new steel steamship "St. Paul," which has been constructed by the Union

Iron Works, of San Francisco, and that fact alone is direct evidence of its superiority. The Union Iron Works had practically carte blanche regarding the building and equipment of this vessel, and every feature of the most modern plans of marine architecture has been introduced. The steamship is two hundred and eighty-eight feet long, with a thirty-eight-foot beam, and has accommodations for two hundred and fifty-seven first-class cabin passengers. Its register is twenty-five hundred tons and its horse power eighteen hundred and fifty. Its staterooms are all commodious, well ventilated and lighted and are furnished with only fore and aft bunks. The rooms are fully equal in luxury and in size to many of the great Atlantic liners and in them one can easily believe himself to be in a hotel instead of at sea. The decorations are artistic in soft, yet rich effects, and the conveniences for the bestowal of the passengers'

belongings are most ingenious. There are electric lights everywhere and electric bells for the summoning of attendants at a moment's notice. There is also a saloon and a smoking room fitted with lounges and easy chairs for the comfort of passengers. Though not exactly following the well-known remark of James Russell Lowell, "Give me the luxuries of life and I will dispense with the necessities," the Alaska Commercial Company has made a most happy combination of both of these features, and, in providing properly for the comfort of its patrons, it will feel confident of their unqualified approbation. Believing that cleanliness is akin to godliness, the Company has supplied a plentitude of bath-rooms, with porcelain tubs, and hot and cold water will be ready at all hours. A



THE YUKON STEAMER "LOUISE."

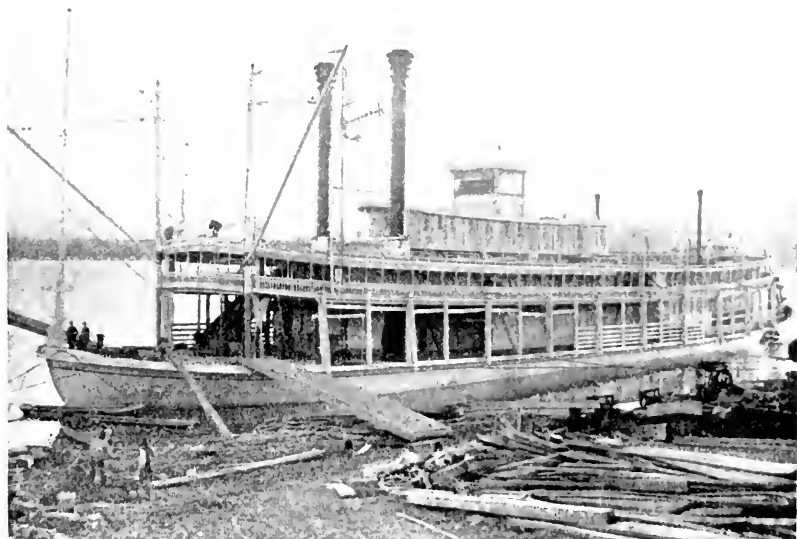
notable feature of the vessel is its cold-storage rooms, which enables the Company to carry fresh meats, fruits and vegetables for the entire round trip.

The "Portland" is another one of the Company's steamships. It is a wooden vessel, of fifteen hundred tons gross, and it has been entirely rebuilt and refitted and is in first-class condition. All of the state-rooms are new and the equipments, in every particular, are the

same as those on the "St. Paul." Its passenger accommodations in every way are unexcelled and exceed those of any vessel of any other line. The steamer is staunch and seaworthy and will be under the command of one of the Company's most experienced captains.

The well-known steamers the "Dora" and the "Bertha" have also been thoroughly refitted and equipped in first-class style and will be used on the ocean voyage as they have in years past.

The fleet of river boats used on the Yukon is a matter of pride to the Company as their construction is the result of years of experiments and practical experience in transportation. They are all commanded by officers



A REPRESENTATION OF THE NEW YUKON STEAMERS "SARAH," "HANNAH"
AND "SUSIE."

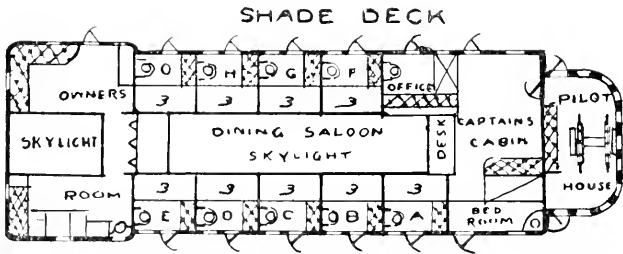
who have had years of experience in navigating the river and are thoroughly acquainted with whatever dangers and difficulties that may exist. The steamers that are now ready for the Yukon River trade are the **Alice**, the **Bella**, the **Margaret**, the **Yukon**, the **W. H. Seward**, the **Saidie**, a new steel side-wheeler, the **Leah**, new, the **Sarah**, new, the **Hannah**, new, the **Susie**, new, and the **Louise**, new.

These vessels are all thoroughly fitted in first-class style for the transportation of passengers in the best possible manner, possessing every equipment that the necessities of such a trip require.

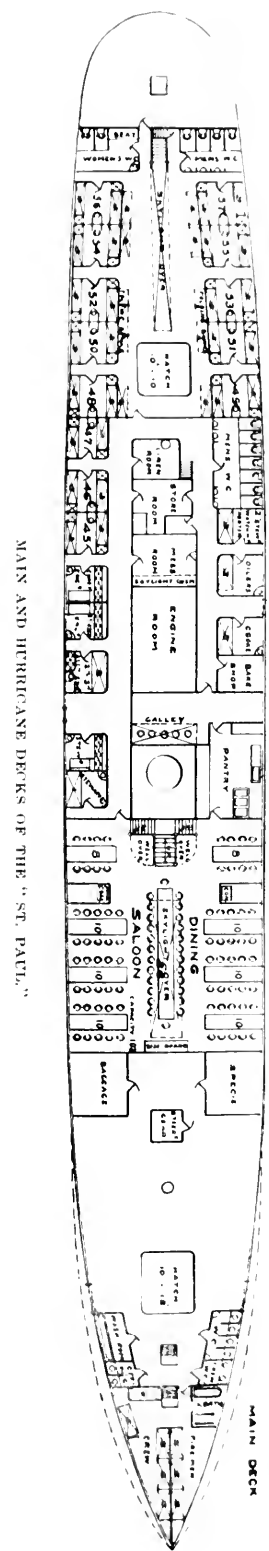
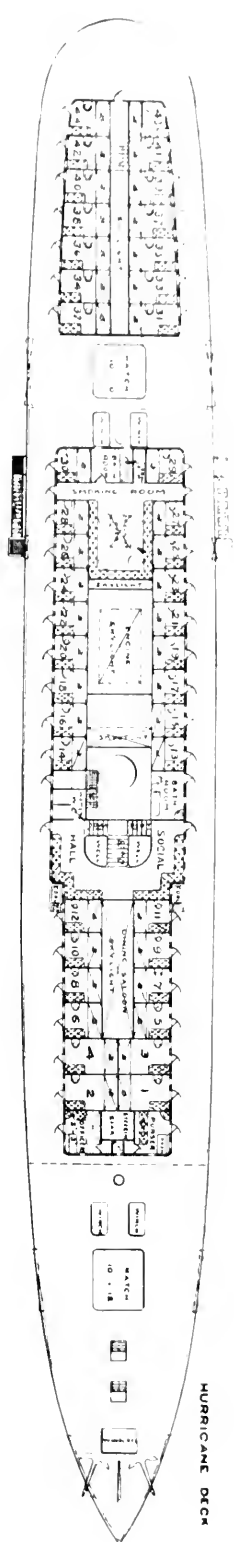
The care of the inner man is one feature not to be overlooked. In this respect the Alaska Commercial Company has spared no expense in furnishing the best culinary artists and in providing an exceptionally good and liberal table. Through its system of cold storage, fresh meats, vegetables and fruits are supplied daily, which is a feature that should be appreciated by passengers.



THE STEAMER "ALICE."



THE SHADE DECK OF THE STEAMSHIP "ST. PAUL."



MAIN AND HURRICANE DECKS OF THE "ST. PAUL."

TO THE KLONDIKE GOLD FIELDS.

A Graphic Description of a Trip to the Rich Arctic Ophir. Together with Much Historical Data of an Interesting Character Relative to the Yukon District and Alaskan Points in General.

To those who intend trying in the far Klondike land their hazard of great fortunes, any words that will make the way easier and the burden lighter will not come amiss. In the line of such information is the story of the trip from San Francisco to the lands of gold by way of the Alaska Commercial Company's swift new steamers.



ST. MICHAEL AND THE STEAMER "ARCTIC."

Terrors of the tales of the Chilcoot Pass and of the dread Skaquay Trail are fresh in the minds of all. The illustrated journals have pictured the paths littered by dead and dying horses; the fearsome, frozen summits; the disheartening bogs.

Those who have turned back have talked of blizzards that man could not face; of steeps he could not climb; of discouragement,

despair, and the loss of all supplies. When the words of warning come from lips eloquent with suffering, there comes also the admonishment, "Try not the Pass."

Then is there no kindlier way? Cannot fortune be secured without facing these dreadful dangers that lurk in every footstep? Must a man put his life at stake with every mile of advancement? Is there no way of avoiding the blizzard, the quagmire, the awful rapids, the sudden floods, the avalanche and the famine of the trails?

There is. A man may reach the gold fields of the Yukon without the faintest trace of hardship, making a journey which is all a pleasure, an ocean voyage over summer seas; a river journey in which each succeeding vista is a greater delight. Before long this will be one of the most attractive excursions for the pleasure-loving tourist and the globe trotter who seeks for lands and peoples of exceptional interest. Yet just such an excursion will bring the treasure seeker to the place of his heart's desire.

To one who goes this way warmth and comfort and the delights of the table are assured. There will be no sudden pitching of tents in dark morasses when the night comes on. No thieves will lurk along the way. No storms of sleet and snow will bellow down the gulches to freeze the hands and feet and make the battle for life itself desperate, uncertain and full of fear.

Instead of the smoky camp fire fitfully flickering in the storm will be the warmth and light of steamer cabins. Clean linen and soft beds will take the place of damp blankets thrown upon the frozen ground. Well-served tables will glad the eye and lure the palate instead of scanty rations half cooked upon the sodden coals.

Yet both ways have the same end. Both lead to Dawson and the mines. So why try the hardships, the risks and dangers of the passes and the trails, when the same result may be attained in easy enjoyment, without danger or delay?

The object of this sketch, by one who has made the journey, is merely to tell something of what is to be seen. The facts that the

Alaska Commercial Company was the pioneer in Alaskan traffic; that its steamers have never met with serious accident since it began to do business in the northland, thirty years ago; that experience has taught it what to do and how to do it, are all guarantees of safety, certainty and dispatch. No other company has had the same experience; none is so well equipped for the business in hand.

The start from San Francisco is in itself something to charm those to whom the scenic glories of the great California harbor have not become familiar. The big, new steamers go churning out through the Golden Gate, that romantic doorway which opened upon the golden placers of California in the days when men sought and found fortune there just as they now seek and find in the Yukon's wondrous tributaries.

On either hand frown the bastions, the scarps and buttresses of war. Here are mounted the great dynamite guns, the many



THE HARBOR OF UNGA.

mortars, and the big thirteen-inch rifles which could sink a ship twelve miles away.

The crags and cliffs upon the right of the Gate give back upon Mount Tamalpais, which looms in purple grandeur, lifting its head over 3,000 feet above the hamlets and dotted chateaux around its base. To the left is old Fort Point, mossy and scarred by the spindrift, and still beyond this war lord of the past jut those rocks where herds of sea lions come continually to bask and bark and roar.

With a glimpse on one hand of the bay where Sir Francis Drake moored his ships in the long ago, and on the other of the Farallones de los Freyres, the island "lighthouses of the brothers," which served as a landfall for the early Spanish navigators, the steamer makes for the open sea. With the Californian coast once lost to the eye, there will be no other land to see until the wild beauties of the Aleutian Islands burst upon the view.

The long sea trip is, however, not without its charm. The ocean is full of life. Great whales spout and sport upon or near the calm surface. Frequently the steamers pass close to large num-



CIRCLE CITY.

bers of them. Schools of porpoises play about the bow. Occasionally the swift fin of a shark skims darkly along. Big sea birds follow in the steamer's wake, dipping for the crusts and scraps thrown to them. Now and then a sail is seen, and perhaps one of the heavy ocean liners on the run to China and Japan speeds across the path. On board there are comfortable cabins and a well-stocked larder, and everything will be done to speed the time and make the voyage one to be remembered with a feeling of regret that it is over.

Then come the "Fire-breathing Islands" of the long Aleutian chain. And here is scenic grandeur, which, when it is better known, will charm the wonder-loving world.

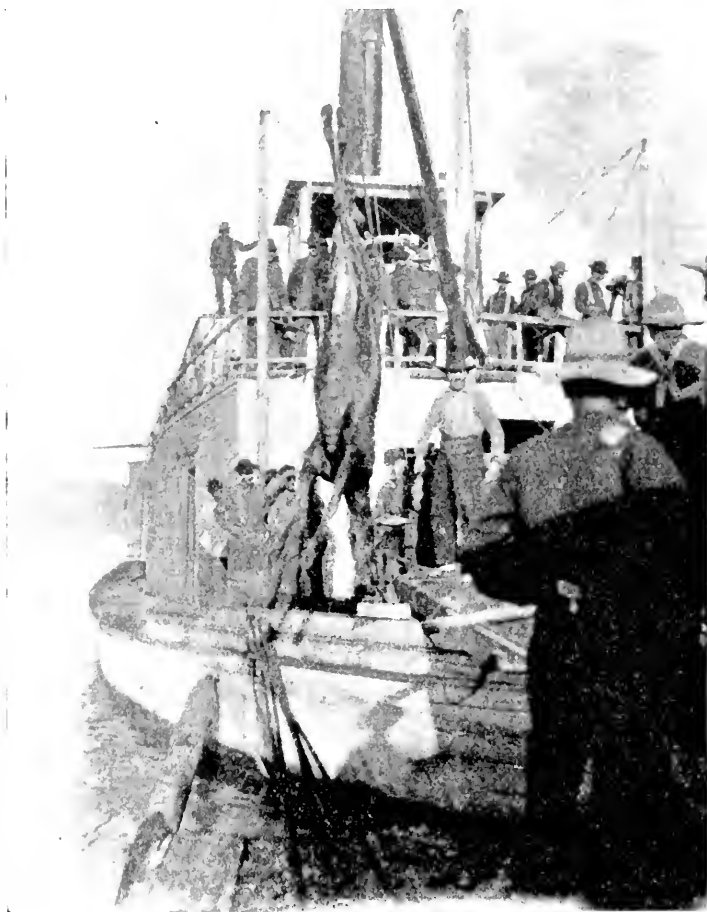
The volcano Makushin is on Unalaska Island, Shishaldin and Ogromni on Unimak, Akutan on the island of the same name, and Pavloff on the Alaskan Peninsula. All may be seen smoking, belching or glowing if the landfall is plain or the nights are clear.



A TYPICAL ESKIMO AND HIS DOG.

Through a narrow pass between the green-cliffed islands, and passing the commanding figure of "The Priest," a picturesque remnant of a grand pinnacle, the entrance of Unalaska Harbor is reached. This is one of the most beautiful of bays. A shimmering fjord makes up between overhanging cliffs, the rock strata of which show by their weirdly disrupted markings the volcanic lift which

threw them up into the glimpses of the sun. The bay then broadens and includes within its waters small, green islands—islands within an island, pearls within the shell. Exploration Island, Hog Island and Amaknak are the names of these, showing the difference in poetic temperament of those who named them. Beautiful wild flowers spangle all the hills, the violets being especially remarkable



HAULING UP THE MOOSE ABOVE CIRCLE CITY.

for their abundance and exceptional size. Up the pleasant Glacier Valley, through which runs a stream famous for its trout fishing, the mountain climber who seeks the summit of smoky Makushin will come upon the remnants of a glacier, with its ceaseless, imperceptible motion, and its suggestions of how gold may have been

worn from the rock and deposited in the gulches in the time when all the world was ice.

Few people appreciate the fact that Unalaska, the ancient settlement that nestles on the bay, is farther west than Honolulu. Though part of the United States, it is more foreign than the islands of the Hawaiians. The Russian church lifts its minarets as the most notable structure in the village. The Russian language falls from the tongues of the older Indians—the active little Aleuts who seem part Eskimo and part Japanese, and form a link between the two races,—and in making the change of commercial trans-



FORTY MILE POST.

actions the dollar of Uncle Sam has to be reckoned in the rouble of the Great White Tsar. The samovar is beside the hearthstone, and some beautiful specimens of Russian crockery and earthenware may be found in the stores and warehouses—truly delicate and artistic specimens of the potter's craft.

For it was the Russians who first came upon Unalaska. It was the adventurous Alexei Chirikof, lieutenant and rival of Vitus Bering, who, on September 4, 1741, in the days of Peter the Great, discovered the island and gave to it a name. The Russians had a dominating settlement

at Unalaska long before Cook dropped into the harbor in 1778. This settlement was named Illiuliuk, and the quaint old town on the beautiful Unalaska Bay bears this musical Indian name even to this day.

The Russians turned over all Alaska to the United States for \$7,200,000, on June 20, 1867, and on January 4, 1868, two

days before the Russian Christmas, Captain G. Niebaum, of the Alaska Commercial Company, sailed into the bay at Unalaska, established a post, and began the business which has continued ever since. Here has been the center of the fur-gathering industry, and here it still remains. On the islands far and near, as Kipling puts it, "the little blue fox he is bred for his skin and the seals they breed for themselves." Here come the diminishing catches of the sea otter, dozens being taken where thousands once were captured. Walrus tusks, for ivory, and all the valuable skins still grace the company's warehouses, and the curios brought in by the natives are a delight to the eye of the collector.

The Jessie Lee Home and the Government School offer examples of what may be done in developing the intelligence of the Aleut, while the ceremony of the Russian church is engagingly picturesque and reverentially beautiful. The skill of the natives in piloting their kyaks, or skin canoes, is a source of continuous wonder to the visitor. In this respect they have not changed since the days of Chirikof. Still they venture into troubled seas, still in their frail cockleshells hunt the leviathans of the deep, still with a flirt of the paddle turn themselves completely over in the boat, bobbing up after completing the under-water round as lightly as so many corks.

But the fortune hunter will be eager to fare forward, no matter what the attractions of beautiful Unalaska and its quaint settlement, Illiuliuk. Passing out of the harbor the captain may tell you of the island Bogoslav, to the westward, which, after being found by Captain Cook, sunk and rose again, impelled by "drastic lift of pent volcanic fires."

Then the steamer, now out in the great sea named for Vitus Bering, passes not far from the world-famed Pribyloff Islands, the rookeries and breeding places of the fur seal. The Alaska Commercial Company fostered this fur seal industry, made it the most lucrative of Uncle Sam's investments in the far North, paid back from it the purchase price of

all the territory, protected the seals, cared for the natives, and, in 1890, when the lease of the islands passed to other hands, left the industry in a flourishing condition. Bancroft said, writing in 1885, five years before the company's lease expired, "Leasing a few leagues of rock, hanging almost midway between the continents, this company has paid over to the United States almost the face of the whole Alaska purchase money."

The steamer skirts Nunivak Island, which is so improperly charted as to have been a menace to navigators in days gone by, and is even now dreaded by captains new to the Bering Sea. Passing



SIXTY MILE POST, NEAR DAWSON.

between St. Matthew and Hall Islands, cold St. Lawrence comes into view. On this island of the far North there is a Government school and mission.

Travelers by the steamers of the earlier trips may here get a view and an experience of floe ice, and realize that they are in the Arctic latitudes, the "realms of the boreal pole." Though there is no danger, the onlooker will be given an idea of the tremendous ice force which has carried many a luckless whaler into the white unknown, and which piles the "paleocrystic sea" as a barrier between human endeavor and the long-sought pole.

After sighting and passing Point Romanzoff the steamer is soon off the mouths of the Yukon, but fifty or sixty miles away. The mighty river brings down so much debris, chiefly volcanic ash, that immense flats have been formed far out to sea, and



ESKIMO CHILDREN.

the cautious skipper gives them a wide berth, experience having taught him that nothing is to be gained by "cutting off corners." The flats extend from Point Romanzoff to Stuart Island, a distance of one hundred miles, and almost to St. Michael Harbor.

But when the anchor is let go at St. Michael the ocean voyage is over. It has been one of the longest of ocean voyages. Bancroft

says in the introduction to his History of Alaska: "The island of Unalaska is almost as far west of San Francisco as San Francisco is west of the capital of the United States, while the distance from the former city to Fort St. Michael, the most northerly point in America inhabited by the white man, is greater than to the city of Panama."

In 1822 the Russians Khramchenko, Etholen and Vassilaief, sent out in the brig Golovnin and the schooner Baranof to make a survey of the Bering Sea, discovered St. Michael Island and harbor. Not long after this discovery Baron Ferdinand P. von Wrangell, manager for the Russian American Company at Sitka, or Novo Arkhangelsk, sent out Lieutenant Tebenkof to establish a fort on the island. The mission was successful and Tebenkof set up his block house and stockade, calling it Mikhaielovsk. The American flag of the Alaska Commercial Company now floats from a pole erected just at one corner of Tebenkof's stockade.

In 1836 the place narrowly escaped surprise and destruction by an attack of the Eskimo. A romantic story is told of how the scheme of the natives was frustrated by a warning given by an Indian maiden to her white lover in the little fort.

According to Zagoskin, in 1843 the settlement contained a barrack, a house for the managing agent, two magazines, a shed, a bathhouse and kitchen, all occupying a space twenty fathoms square, inclosed with a stockade fifteen feet high and protected by two block houses, mounted with six three-pounders. Outside the stockade was a blacksmith shop, a house for native visitors and a chapel.

The old butka, or fortress, is still kept standing by the Alaska Commercial Com-

pany, who have built their quadrangle on the site of the Russian fort. The ancient retail store of the Russians, built of logs brought from Novo Arkhangelsk, is still part of the quadrangle, while the guns, from which outgoing and incoming steamers are saluted, are the same which Tebenkof's successors used to frighten into submission the fiery Malmeuts of the north and to put down any insurrections of the mixed people who made up the little settlement under them. The frost each year throws up part of the old stockade and links the present bustling activities of the summer season with the grim old past, when one ship a year flitted hazardously in from Sitka,

bringing supplies and the warming liquors which were used in the great annual debauch.

Here, under the ancient guns, now anchor great fleets. On the shores of volcanic basalt are built many river steamers and enormous barges. The gold discovery has greatly changed conditions since the single ship from Novo Arkhangelsk and the occasional bidarra, or large Eskimo skin boat, which then represented the commerce of the mighty Yukon. The old Russian influence is still represented by a Greek church and testified to by the Greek crosses over the graves out on the tundra.

The natives about St. Michael, and all over the big Yukon delta, are Eskimo, belonging to that strange race which stretches from the domain of the

Aleuts on the west to "Greenland's icy mountains" on the east. They have nothing in common with the Chukchi of the easternmost Siberian land any more than they have with the Aleuts of the islands, which fact has gone against the theory of the original settlement of America by way of Bering Strait.

These people form a most interesting study during the brief wait at St. Michael, while baggage and freight are being transferred from the ocean liners to one of the swift and commodious river steamers. They are among the mildest and unquestionably the filthiest of human kind. Personal cleanliness in the winter is entirely unattempted. The Eskimo diet consists principally of rotted fish and rancid seal oil, which give to their habitations an odor from which the nostril of the white man recoils. Though lazy and improvident past all belief, they are tractable, have the powers of mimicry exceptionally developed, readily unravel the puzzles of white children, and even master chess in a way to put to shame their missionary teachers.

There is excellent sport for the fowler around St. Michael, the neighboring marshes and lagoons being filled with

geese, ducks, snipe and other waterfowl, which breed there in countless thousands. Willow grouse are rather plentiful upon the tundra, while in the further hills are deer, caribou and the larger game. The fishing in the bay is merely a matter of dropping in a line with properly baited hooks. The creel of the angler will soon be full.

Here, at St. Michael, are to be had the curios of the Eskimo, the strangely carved ivories, the coarser baskets, the models of kyaks

and bidarras, quaint fishhooks, bows, arrows, strange spears and ancient implements of stone and bone.

The furs which are absolutely necessary to withstand the winter cold may be secured at this trading post. Each man who ventures into the mines, to remain over the winter, should have a fur sleeping robe or sleeping bag, a "parki," which is a combination fur coat and hood, muklucs and water boots. Moccasins and mittens of moose skin can be obtained further up the river at any of the company's trading stations.

Already there has been some prospecting of streams not far from St. Michael, and tales of gold are frequently brought in by the Indians, but as yet nothing has been developed in the vicinity to pay for working or to cause a stampede of the adventurous. Some of those acquainted with the country, however, predict that streams easy of access from St. Michael will in time prove to contain valuable deposits of gold.

Having transferred to a river steamer at St. Michael, the journey up the Yukon is begun. There is first a stretch of sixty miles across the Bering Sea to the Aphoon mouth of the river—the most easterly and best for navigation of all the mouths which discharge through the great delta. It is on account of the vast banks caused by the debris brought down by the ice and the volcanic scorïæ discharged into the Yukon by the White and Tanana rivers that ocean-going steamers cannot get nearer the mouth of the mighty stream. But the trip across the Bering in the summer months is not attended with any danger to the river steamers, and no attempt is ever made to set out during a storm.

Kotlik, near the discharging point of the Aphoon mouth, is the first stopping place. Here there is a rude Russian church, the store of an ancient Russian trader who dominates the place, and the driftwood dwellings of a small settlement. The surroundings are characteristic of the entire delta—flat, rich soil which might support a nation if in a kindlier clime, but which, frozen to within a short distance of the surface, produces nothing but thick grasses and low scrub willows or other Arctic trees. Waterfowl flit in every direction or chatter continually on the flats. Here, too, the traveler has the first experience of taking on wood for fuel. The Eskimo cut up

and split the drift logs and pile them on the bank. Then when the steamer hauls up at the landing the natives, who compose a greater portion of the crew, bring on the wood as rapidly as their naturally sluggish natures can be spurred to work.

The next stopping place is Andreaofsky, a station of much more importance.

Here are large warehouses of the Alaska Commercial Company, and quite an Es-

kimo settlement. The ancient station here was probably named for Andrei Glazanof, who crossed to the Yukon River from St. Michael in 1833, on a journey of exploration. In 1855 the station was destroyed by the Indians, and two white men massacred.



GREEK CHURCH AT ST. MICHAEL.

The town is on the Swetlaretchka River, about a mile up from Petkas Point on the Yukon, and its present importance arises from the fact that it is the winter quarters for the Alaska Commercial Company's steamers. These steamers are sent into winter quarters here completely loaded and equipped and ready to start up stream with the opening of navigation in the spring. The reason for going into winter quarters here is two-fold: First, the steamers can be hauled into a place where they will be safe from destruction by the rushing ice, when the river breaks; and, second, because nearly a month in time can be gained by wintering at Andreaofsky instead of at St. Michael.

Though the harbor at St. Michael does not freeze until some time after the mouth of the Yukon is closed by ice, on the other hand the ice

piles up there in the spring so that the harbor is not free until long after the river is open to navigation. At Andreafsky the river is open in an average year on May 28th, while Kotlik will not see a clear river until June 1st, and St. Michael is still shut in up to June 23d.

The clear water of the Swetlarechka is in striking contrast with the muddy Yukon, whose water is said, during the spring freshet, to be nearly one-third mud, as can be seen when it is permitted to settle in a glass. As has been stated, the silt is largely represented by the volcanic ash carried down by the White and Tanana rivers, great tributaries of the Yukon, which have their sources in a vol-



A STREET IN CIRCLE CITY.

canic land. And here, with the steamer well on its voyage, a few words of description of the second stream on all the earth will not be out of place.

There are no romantic tales told of the discovery of the Yukon, such as followed the finding of the Mississippi by the heroic De Soto.

In fact the name of the discoverer seems to be lost to history. The great flats at the mouth held the early Russian and English navigators at bay, while the stragglers who first penetrated to the region of the river's upper waters knew it as the Pelly. This name it held as far as the mouth of the Porcupine until 1846. In that year Mr. J. Bell, of the Hudson Bay Company, crossed the divide from the

Mackenzie, reached the Porcupine and descended that stream to the big river which the Indians of that district called Yukon. This name Bell adopted, and it has remained Yukon to this day, though not till the publication of the Coast Survey Map, in 1869, did the name Yukon apply to the river as far up as the confluence of the Lewis and the Pelly.

Schwatka insisted that the Lewis River was the true Yukon,—its real source. But though the Lewis carries more water than either the Pelly or the Hootalinqua, it is shorter than either; so whether Lake Linderman or the Tako Arm is to be taken as the source of the Yukon will remain with future geographers and explorers. Here, however, is a description of the river and some facts taken from a recent work by the late Mr. V. Wilson:

“The Yukon has its source in the Rocky Mountains of British Columbia and the Coast Range Mountains in southeastern Alaska, about 125 miles from the City of Juneau. This branch of the Yukon, which is known as the Lewis River, has a length of 357 miles. The branch that heads in British Columbia is known as the Pelly River and is 600 miles in length. These two branches unite and are then known as the Yukon. At the confluence of the Lewis and Pelly rivers is Fort Selkirk.

“The Yukon proper is 2,044 miles in length and is navigable the entire distance for flat-bottom boats with a carrying capacity of from 400 to 500 tons. From Fort Selkirk the Yukon flows northwest 400 miles, touching the Arctic Circle; thence southwest for a distance of 1,600 miles, where it empties into Bering Sea. It drains more than 600,000 square miles of territory and discharges one-third more water into Bering Sea than does the Mississippi into the Gulf of Mexico.

“It is sixty miles wide at its mouth, and very shallow, which prevents its navigation by sea-going vessels. Fifteen hundred miles inland the river widens out from one to ten miles and a thousand islands send the channel in as many different directions, and only natives who are thoroughly familiar with the river are trusted to pilot boats up the stream during the season of low water.

“Unlike the Amazon or Mississippi, with their borders of lowlands, receding hills and flat, swampy districts, the Yukon has sawed mountain chains vertically in twain and forced its way through granite walls, which have been chiseled into all sorts of fantastic forms by the glaciers of long ago. An unending panorama of grandeur greets the eye of the traveler in the months of June,

July and August, as he is borne along on the current of this mighty stream, which is only second in size to the largest river in the world.

"Its banks are fringed with flowers, carpeted with the all-prevailing moss or tundra; birds innumerable sing out a welcome from every treetop, and, pitch your tent where you will in midsummer, a bed of roses, a clump of poppies and a bunch of bluebells will adorn your camping place. One realizes that he is in a land of paradoxes. He will see a giant glacier sleeping on flowers of almost endless variety.

"About September 25th the scene of beauty is suddenly changed, when the Winter King advances, sending the alcoholic column eighty degrees below zero, the birds to the southland, the white man to his cabin, the Indian to his hut, and the bear to his sleeping chamber in the mountains. Every stream becomes a river of ice, every hill a mountain of snow, and the valleys of beautiful flowers are changed into a scene of eternal whiteness."

The next stopping place above Andraofsky is Ikogimut, or the "Russian Mission," as it is generally called. This mission has been established many years and is the principal station of the Greek church in the northern portion of Alaska. The church itself is a picturesque structure and the services most interesting. This is a favorite place for picking up curios and small furs. The water in the river at this point has been sounded to a depth of 480 feet, indicating that it flows through an ancient crater. Here, too, the birch-bark canoe of the up-river Indian begins to be seen in competition with the skin kyak of the Eskimo, for Paimut, about five hour's run up the stream from the Russian Mission, marks the dividing line between the Innuits and Ingaliks. The Eskimo and the Indians of the interior were in former years frequently at war, but it has been many years since any great battles were fought. Still, they occasionally shoot on sight when hunting parties chance to meet on the ranges.

At Koserefsky is the Holy Cross Mission, maintained by the Sisters of St. Anne and the Jesuit Fathers. Here the voyager will be greatly interested in the gardening, which shows what may be done in the way of raising the hardier vegetables whenever an increasing population shall put Alaska to the test of its capacity for supporting life. Turnips, radishes, lettuce, potatoes, cabbages and celery are grown with more or less success, and continuous experiments are made with

different seeds. The work among the Indian children shows their wonderful capacity for receiving a certain measure of instruction, though as yet the moral results have not been all the devoted missionaries have hoped for.

By this time the traveler in the months of June and July will have found one great blur on the beautiful picture drawn by Mr. V. Wilson and quoted

hitherto. This blur is represented by a cloud of mosquitoes. Though they are not troublesome while the steamer is under way, once a stop is made the adventurer is given a foretaste of what he must expect when he starts prospecting. These pests are so numerous and aggressive that mosquito hats or masks, high boots and gauntlet gloves become absolutely necessary in the miner's outfit. Bed nets are essential if sleep is to be obtained.

Anvik, the next landing place, is half a mile up the Anvik River, which flows into the Yukon from the right bank. Here there is a flourishing Episcopalian mission, church and school, a sawmill and quite an Indian village. Here, again, the work of the missionaries among the Indian children shows astonishing results, when the settled filth and shiftless ignorance of the natives are taken into consideration. The American bishop has here a little steamer, "The Northern Light," used for conveying supplies from St. Michael to the various Episcopalian missions on the big river. Anvik River runs well over toward the Bering Sea coast, and offers, by means of a comparatively short portage, a means for winter communication with St. Michael, the trail being frequently used by the missionaries and traders. It was by this route that Glazanof first reached the Yukon, when sent out by Tebenkof from St. Michael in 1833. At that time a large Indian village was found at the present site of Anvik.

At Nulato, to which the Koyukuk River pays tribute, will be found another ancient Russian post and a well-established

Catholic mission. In 1838 one Malakhof ascended the Yukon to Nulato and there built a small block house. He was forced to return to St. Michael for supplies, however, and while he was gone the Indians burned his post. In 1842, Lieutenant Zagoskin built a new fort at Nulato and established relations with the Indians. Zagoskin was aided in his work by Derzhavin, one of the intrepid pathfinders who had set out with Glazanof in 1833 to penetrate the

frozen wilds. He it was who was in command in 1851 when the since famous massacre by the Koyukan Indians occurred—famous because in it Lieutenant Barnard of the English navy, who was there with a party searching for the lost Sir John Franklin, was butchered with the rest.

The Koyokuk River, whence these fierce Indians came, has produced some gold, and the tales of the richness of its bars have spread far and wide among the Alaskan miners. The river is navigable for a long distance, and the fact that the diggings are so far from its mouth has prevented their development on account of the difficulty in getting supplies to them. This will soon be obviated, and the Koyokuk will offer comparatively virgin ground for the prospector. The Alaska Commercial Company maintains a post at Nulato, and will be prepared to provide the necessary service on the Koyokuk.

At Novikakat, the next stopping place, is an old-time Russian trader named Korkorin, now engaged with the Alaska Commercial Company. He has reminiscences of the days when the yearly trip was made to St. Michael to meet the lone vessel of the Russian American Company, of the feasts of that holiday time, and of the struggle against famine during many winters. There has been some prospecting in the streams about Novikakat, but the results are as yet indefinite.

At Fort Adams will be found an Episcopal church and mission, the children of the school being particularly proficient. Here, too, is a trading post and something in the way of gardening.

Tanana, or Nuklukyets, is an important trading post, for here there comes into the Yukon from one side the trade of the Tozikakat River and from the other that of the great Tanana, which is 600 or 700 miles long, with many tributaries. The Tanana drains the country lying between the Copper River and the Yukon as far south as the White River. It is expected that the country about the head waters will prove one of the richest in all the land when once it has been prospected. Little is known of the river, however, and the Indians who guard its treasures are inclined to be hostile.

However, at Tanana, there is an interesting store and an enormous turnip patch, which latter indicates that could all men live after the famous recommendation of Colonel Sellers, "turnips and water," there need be no starvation in the land. The store is operated for the Alaska Commercial Company by Al Mayo, once a circus man, but who has been in Alaska for close upon thirty years.

Here the Indians, from as far as the sources of the Tanana, come to exchange their furs and fish for powder, lead and some of the edible comforts of civilization.

Then come the Lower Ramparts, where the water goes furiously between great walls rivaling in picturesqueness the famed palisades of the Hudson. During the highest freshets the current is said to attain a speed of eleven knots in the rapids.

But the ingoing miner will be most interested in Rampart City, near the mouth of Big Minook Creek, because this new city is the commercial center of the Minook Mining District, where will be found the first definite mining as yet encountered on the journey. Here is a bustling town grown up around the big new store and warehouse of the Alaska Commercial Company. From this the miners carry their supplies in all directions, to the claims on Little Minook, Hunter, Alder and the many other gold-bearing creeks in the neighborhood. They are always certain of a plentiful food supply, there being none of the bars to navigation below Minook which make the later trips so uncertain on the upper river.

On account of the numbers who have settled at Rampart City, the entire country roundabout will undoubtedly be thoroughly prospected. Expeditions across the divide, into the Koyukuk head waters, have been planned, and it is quite probable that Rampart City will become the point of supply for Koyukuk mines.

Fort Hamlin is the next important post. Here are large warehouses of the Alaska Commercial Company. These are generally filled with stores waiting to be forwarded to the different mining camps.

Now the steamer enters the region of the Yukon Flats. These extend from Fort Hamlin clear to Circle City, a distance of about 400 miles. The river widens and the water flows in many channels, between numberless islands. Undoubtedly there was once a great lake in this basin, larger than any lake of to-day. At the Ramparts there probably was a fall greater than Niagara, before the water cut its way through the mountains and drained the lake into the sea.

After the waters subsided, the flats became the home of the mastodon, the fossil remains and ivory tusks of this great animal being found here in profusion, especially on Mammoth Island, which seems to have been a burying place for them. Indian stories come drifting

along occasionally to the effect that some of these monsters are still alive in the comparatively unexplored territory around the headwaters of Copper River, but the yarns are probably as apocryphal as that about Alexander Badlam's sidehill bear, which had the legs on one side of the body "longer than they really ought to be."

Into the Yukon Flats empty the Porcupine River, Birch Creek and other streams, and in its course through them the Yukon touches its most northern point, an elbow sticking up into the confines of the Arctic Circle. Here, just at the point of the elbow, is Fort Yukon, and there Russian dominance gave way in the early days to English sway.

Old Fort Yukon was established by the Hudson Bay Company, its agents coming over from the Mackenzie by way of the Porcupine and establishing their post near the point where the northern river entered the Yukon. There are a few traces of the old fort



A NATIVE SKIN BOAT.

remaining a short distance from the newer settlement. Here the English Company introduced its "huskies" in place of the wolf-dog of the Eskimo, and carried on an extensive fur trade until it was found that the English had no right to the country. All supplies came in and all shipments went out by the Porcupine, the Mackenzie and the great Canadian lakes. In this way Fort Yukon became one of the most remote outposts of the white man. At present there is comparatively little business transacted there, though there is an Episcopal mission and school and quite a settlement of Fort Yukon Indians.

At Fort Yukon the traveler is well within the "land of the midnight sun," for here at midnight a photograph was taken of great game killed by the light of the same unquenching orb.

Here, too, in dead of winter the aurora borealis makes its most gorgeous displays when "the northern lights come down o' nights to dance with the houseless snow."

Interesting, however, as fossils and history and grand displays of nature may be, the fortune hunters will be eager to get on to Circle City, about eighty miles beyond. Here the Yukon Flats come to an end and an elevated tableland borders the river, and here the camp called Circle City was founded in the autumn of 1894. Up to the time of the discoveries on the Klondike, this was the wonder city of the North.

The mines on Birch Creek and its tributaries proved to be so rich and so easily worked that 2,000 people, from all over the world, flocked to the new camp. Four miles of cabins soon extended along the river, in the center of which line of habitations was the Alaska Commercial Company's commodious post. In this new settlement "the games never closed." Here were theaters and restaurants, stores, saloons—in short, a city.

The miners made and executed their own laws, and theft, murder and outrages upon the person were practically unknown. Fortunes in gold could be left for a year in an unlocked cabin, and none would come to break in and steal. The success of this miners' government at Circle City is one of the most notable examples furnished by history of the ability of the people to govern themselves.

Though the rush to Dawson in 1896-97 almost depopulated Circle City, much gold is known to remain in the Birch Creek diggings, which are some fifty-two miles away, and reached by a good horse trail. The camp will undoubtedly make a large output of gold for years to come.

Seventy Mile Creek is the next post, and then comes the famous Forty Mile, which was the principal settlement in the gold fields before the rush to Circle City and the subsequent stampede to Dawson. Here the traveler is upon Canadian territory, and across the river from the Alaska Commercial Company's station is the post of the Canadian police, under Captain Constantine.

This is the supply point for the mines on Miller, Chicken, Glacier, Bed Rock and other creeks in the district, which are in part in American territory, though largely under Canadian laws and

duties. Much gold has been taken out of these diggings, and, when matters have quieted somewhat in the newer mines, the output from them will continue to materially swell Alaska's returns.

Forty Mile Creek took its name from being about forty miles from old Fort Reliance. The remains of the Alaska Commercial Company's ancient fur-trading post may yet be seen on the way up stream, not a great distance below Dawson.

And then at the mouth of the Klondike, or more properly Throan-dik, is Dawson—Mecca of all who look for gold in the frozen land; dream of the fortune hunter; hope of the poor. Here at last is the hustling city of the North, with its life going at a tremendous pace, its struggles for riches and against starvation; its wealth of gold dust everywhere; its possibilities for well-paid endeavor practically unlimited.

The tale of how "Siwash George" Cormack gave the information to the world of coarse gold being found on the branches of the Klondike River; of the mad rush to the new diggings; of fortunes made, lost, won or overlooked; of luck and hard luck, and of the fabulous output of Bonanza, El Dorado and other creeks, is already familiar to all. It is the earth's most modern romance in real life, and it will give to statistics and to literature facts and fancies rivaling the most astonishing figures of history and the most extravagant imaginings of the wonder writers.

In this new city the Alaska Commercial Company's buildings occupy an entire block of land, 200 x 210 feet, in the very center of the settlement. On this land have been erected large warehouses, a store and a dwelling, and here centers the principal business of the mines. Here come the miners with their heavy sacks of dust, their nuggets, their orders for supplies. Here, too, gather the newcomers seeking advice, cashing their letters of credit, buying and selling.

But Dawson must be seen to be understood. No descriptive pen can adequately picture the log city of sudden fortune. It is destined to be famous for years to come, the successor in the world's desire of Johannesburg and Cripple Creek.

For most the journey on the river is here ended, but no man may say when new discoveries will cause to spring up new cities further up the long stream. Eighty miles above Dawson, at the mouth of Sixty Mile Creek, is

another of the Alaska Commercial Company's stations, conducted by Harper & Company. Here, on an island, are a store and saw-mill, and here many Miller Creek miners were accustomed to spend the winters.

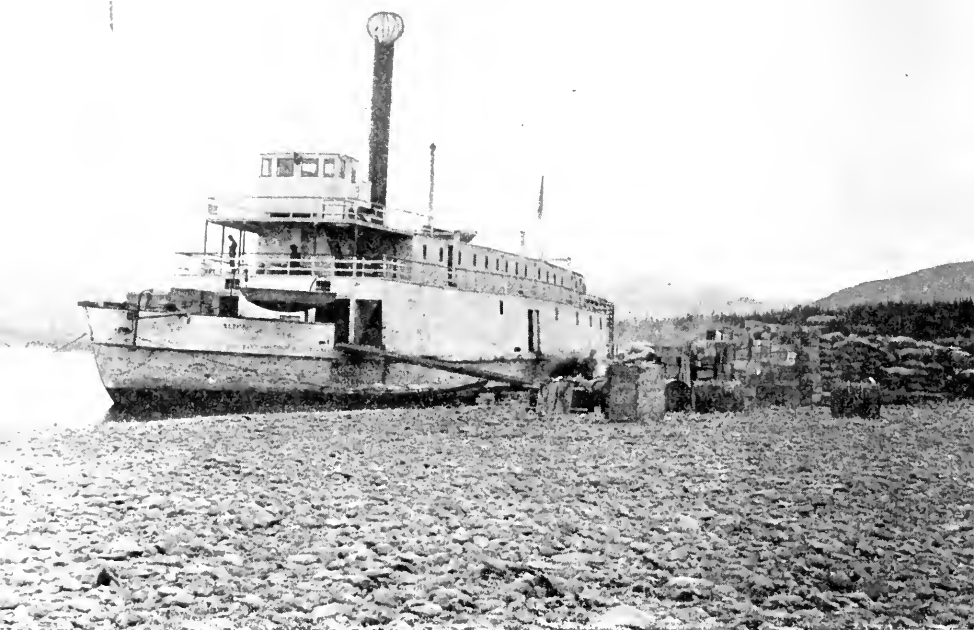
Seventy miles further on the Stewart River comes rolling into the Yukon its deep, dark flood. The bars of the Stewart have for years furnished lucrative washings, and it is generally expected that some unusual developments in gulch diggings will be made there by the many prospectors now combing its tributaries. The Stewart probably will be found navigable, for small steamers, for many miles, and it seems certain that a town will grow up at its mouth.

It is only about ten miles from the mouth of the Stewart to the mouth of the White River, but the two streams are entirely different in character. While the waters of the Stewart are darkly clear, it is the White River that is largely responsible for the muddy appearance of the Yukon. It comes from a country over which has been deposited, in a comparatively recent era, great quantities of volcanic ash, and it is possible that near its source is a region of active volcanoes. The current of the White River runs from eight to ten miles an hour, and it rushes into the Yukon with a mighty roar, and with such force as to project its waters nearly across the swift current of the main stream.

Now, after ninety-six miles more of traveling, against a rapid flood, Fort Selkirk is reached, just below the confluence of the Lewis and Pelly rivers. This was formerly the head of steamboat navigation, but small steamers are hereafter to run up the Lewis River to the rapids. The old Fort Selkirk of the Hudson Bay Company was pillaged and burned by Indians from the coast on August 1, 1852. Only the ruins of the chimneys remain to mark the spot. But here the Alaska Commercial Company now has a store and trading post, and here are gardens and a great extent of grazing land.

Beside the ruins of the ancient fort this long river voyage comes to an end. The traveler will have found it entirely devoid of hardship and almost free from discomfort or inconvenience. Perhaps the shooting of a bear or a moose caught swimming the river will have enlivened the

way. Certainly a study of the fast disappearing remnants of great aboriginal tribes will have been profitable and entertaining. Even should fortune fail to smile on the adventurer, he is sure to carry through life the recollection of a pleasant and easy journey to the land of gold.



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With the vast wealth of the Yukon district in view one must remember that there are other parts of Alaska containing untold riches, which, from the latest reports, bid fair to rival the golden



THE BELLE OF THE YUKON

Klondike. The new district is known as Cook's Inlet, but it differs in almost every respect from the Yukon district. It is here that hydraulic mining should be the great feature, as the results obtainable from this system will be almost incredible. Since the discovery of gold in this district no work has been done, practically, other than with the pick and shovel, yet the results, as will be shown, are most encouraging. Through the use of the latest improved hydraulic machinery and the appliances connected with it, a vast area of gold-producing gravel should soon be opened and successfully prospected.

The commencement of the trip to Cook's Inlet is made from San Francisco via the steamers of the Pacific Coast Steamship Company as far as Sitka. The ocean voyage is one of pleasure, and there are many things to interest one on the way. At Sitka connection is made with the well-equipped steamers of the Alaska Commercial Company and the haven of the prospector is reached after a delightful voyage.

The Russians always esteemed Cook's Inlet as the most pleasant portion of Alaska in the summer season, with its bright skies and well-wooded shores. It stretches far inland in a northeasterly direction and is quite out of the region of the fogs which prevail on the coast. Cook's Inlet is situated about 500 miles west of Sitka and cuts back into the mainland toward the Yukon Valley about 200 miles. It is fed on the east by the Kussiloff and Kenai rivers and on the north by the Kemnick, Shushitna, Chuitna and many other smaller streams.

The Inlet lies between the 59th and 62d parallels of north latitude and the 150th and 154th meridians of west longitude. Its greatest width, from Port Graham to the West Shore, is about 60 miles and its length about 165 miles.

The Inlet is renowned for its scenery which Captain Cook was first to extol. He discovered the great estuary during his search for a passage to Hudson Bay, passing the south point of Kenai Peninsula on the birthday of the Princess Elizabeth, May 21, 1778. Captain Cook took possession in the name of His Majesty, and buried coins and records in a bottle at Possession Point at the head of the Inlet, and Vancouver searched for these records in vain.

Cook's Inlet is the finest Alaskan pleasure ground for scientists, sportsmen, anglers, artists and yachtsmen, and its climate enhances all attractions.

A chain of active volcanoes extends along the west shore. Iliamna, the great volcano of the Inlet, 12,066 feet high, was named Miranda, the Admirable, by the Spanish navigators. It is snow clad, but steam and smoke issue from two craters near the summit, and, when arrested for any time, frequent earthquakes are felt. Many hot springs are situated on the slopes, and the heat furnishes a luxuriant growth of trees in the valleys and ravines. The natives have many superstitions concerning it. There are other volcanoes in the district, some of which are active and some whose fires are extinct.

During the months of April to October, inclusive, the weather is as pleasant as one could reasonably desire. No snow falls, and, while it rains occasionally, the weather is not at all gloomy or disagreeable. As a matter of comparison many residents there have expressed the opinion that they would prefer the weather there during these months to that of Chicago, Philadelphia or New York. Considerable snow falls during the winter months and the temperature falls as low as ten degrees below zero. In reality the weather is not more severe in winter than that in parts of Dakota, Minnesota and Michigan.

There is an abundance of timber, much of which is suitable for lumber. Early in the history of the Inlet gold was found in small quantities all along the shores and tributaries of the Inlet, but no extensive prospecting was done until four years ago. Then gold was found in paying quantities on Resurrection Creek in Turnagain Arm, and soon after the discovery a rich placer mine was made twelve miles above this, around the present site of Sunrise City. These mines have yielded during the last season's work about \$340,000. But little prospecting was done in the Inlet in 1897 on account of the excitement resulting from the gold discoveries on the Yukon, but a few miners visited the Shushitna, which is the largest of the rivers of the Inlet, and heads in the same range of mountains drained by Forty Mile Creek. Coarse gold was found in several places and good finds are anticipated in this river when thorough prospecting is done, as well as in many other of the streams emptying into the Inlet and which show good indications at their mouths.

Tyoonock is the head of deep-water navigation for ocean-going steamers. From this point a light-draft steamer takes passengers to the various points around the

Inlet. This is the main supply station for the miners in the Inlet, branch stores being located at Hope City, Sunrise, Knik and Shushitna, the latter being thirty miles up the river. All classes of mining supplies, tools, provisions, and clothing necessary for the climate are carried.

Saldovia, on Kachemak Bay, is a trading station, and has a population of about fifty natives.

Homer, which is a postoffice station, situated sixteen miles above Saldovia, is the headquarters of a mining company. It has a store and warehouses and a permanent population of about six people.

Anchor Point is also the headquarters of a mining company and has a store and a population of about six men.

Nenilehik, or Munina, is a Russian settlement about twenty-five miles above Anchor Point, and has a population of about one hundred people.

Kusillof and Kenai are salmon canneries, employing, during the fishing season, several hundred men; during the winter the watchmen alone remain.

Turnagain Arm, eighty miles in length, which is the northeast arm of Cook's Inlet, is quite an extensive bay, but has rather a narrow channel.

The rivers of Cook's Inlet are merely creeks, none of them being navigable except to the limit of tide water. The largest are the Beluga, Shushitna and Knik. Small vessels can enter these upon the high water as far as the tide limit, but only on high water as each has a bar or shoal at its mouth. The Chuitna, Cuskitan, Cresson and Kenai are mere creeks.

The south side of Kachemak Bay is mountainous and carries three large glaciers, one of which is more than thirty miles long. The formation is mostly basalt. The north side is an elevated bench, from fifty to one thousand feet high, carrying numerous seams of lignite coal. From McNeal's Canyon to Anchor Point, a distance of forty miles, the whole shore is filled with coal. It answers well for local consumption.

On the plateau above are many lakes ranging from one acre up to several hundred acres in area. They are natural reservoirs and lie one above the other in such positions as to be easily ditched into each other. For hydraulic purposes they are unexcelled as their elevation is great enough to give all the pressure required and the labor of connecting them will be small.

In this connection mining here differs vastly from that in the Yukon district. The introduction of improved hydraulic mining machinery will undoubtedly prove of immense value to those who can afford the expense of the first cost. Heretofore most of the mining work has been done by the crude process of the pick and shovel, from which, however, excellent results have been obtained. Capital is needed in this practically virgin district to develop its immense resources. The gravel is easily worked, and by the use of modern machinery and appliances the results should be simply marvelous.

Between Tyoonock and Chuitna the plateau is formed of gravel up nearly to the grass root. The gravel deposit is fine, but few large boulders being seen. Lake Como, lying upon the bluff within three hundred feet of the beach, has an area of some twenty acres, and a depth of forty feet. Only a short distance west of Lake Como lies another, the second of the series of lakes which extend in a chain toward the mountains for a distance of thirty miles. The gravel deposits are very extensive, and recent developments show that they carry gold to a value of twenty-five cents and more per cubic yard. Some prospecting by careful men has been done in these deposits and has shown values of several dollars per cubic yard. Experienced men are of the opinion that the gold is very evenly distributed throughout the entire mass of gravel.

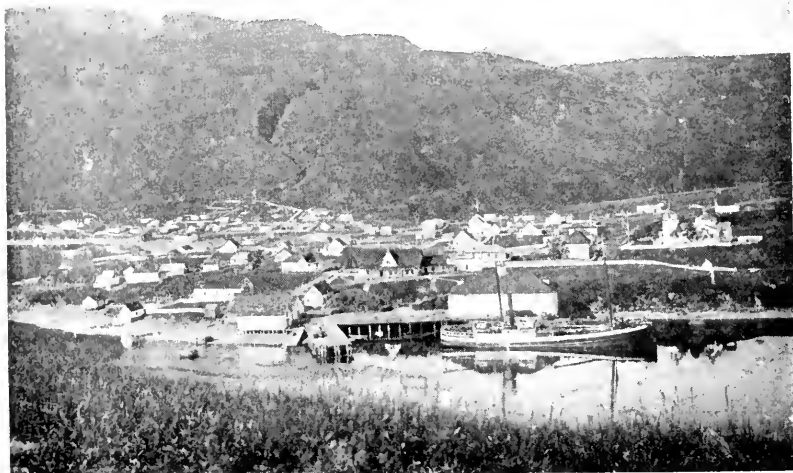
The facilities for conducting an operation anywhere along the west shore in the vicinity of Tyoonock or Chuitna are excellent.

The monthly mail steamer anchors within three hundred feet of the shore at Tyoonock and readily discharges supplies. The steamer "Perry" acts as a tender for the mail steamer and transports any cargo it brings to any part of the Inlet. At high water the "Perry," being flat bottomed, can come so near the shore that the falling tide will leave her high and dry so that any cargo can be readily discharged. The situation of this section is such that mining operations can be carried on easily and conveniently.

As a gold field Turnagain Arm must undoubtedly prove to be a success. About two thousand people went there last spring, but only about fifty per cent of them made any money, for the reason that the majority of them were ignorant of mining, roamed around like lost sheep or else stayed in camp and grumbled. The real workers made money. A party of five men opened up a piece of ground on one of the tributaries of Six Mile Creek, and closed the season with twenty-six thousand dollars to their credit.

Another miner, on Lynx Creek, spent about two thousand dollars opening his claim and cleaned up more than thirty thousand dollars. His work was preliminary, getting ready to work, rather than working as he can, in the future. At least one hundred others realized from a few hundred to several thousand dollars as the result of their work.

Several hundred thousand dollars have been taken from the district during the past season, just how much cannot be told definitely. The field is without a doubt a splendid one, but operations should be carried on upon a much larger scale. The use of hydraulic mining machinery and appliances is particularly recommended, for the reason that the situation will admit of advantageous work and there is no use of taking fifty years to do what can be done in five years. An experienced mining expert has given his opinion that the future will prove this district to be a better and richer field than the Yukon. As he aptly expressed it, "Two to three ounces of gold per day for each man in the Turnagain Arm district is better than ten ounces would be in the Yukon country."



BIRD'S-EYE VIEW OF KADIAK, ALASKA.

The Hopkins Alaska Gold Mining Company owns sixteen hundred acres of placer ground on the west side of

Cook's Inlet. It is on an elevated bench from seventy-five to one hundred and fifty feet above high tide and is all gravel from the surface down to bedrock. They place the value of their gravel at from twenty-five to fifty cents per cubic yard throughout the entire deposit. A large degree of their prospecting has shown much more, but they are fully satisfied with an average of twenty-five cents, which they consider is better than five dollars per cubic yard would be in the Yukon country. They consider that fifty cents per cubic yard is a bonanza.

They do not have to burn cord wood to thaw out the gravel. Hydraulics can be worked from May to November inclusive.

The Gladhow, Edlunt, Sneezer, Hamlin, Johnson, Hula Hula, Block and all other claims on Mills, Cañon, Lynx and other creeks tributary to Six Mile and Resurrection creeks have done well and made money. The ground is considered good for from two to three ounces per man each day, and as yet the ground is hardly touched.

Nuggets weighing as high as six ounces have been taken out. A party cleaned up a three days' run and took out two thousand four hundred dollars, the majority of which was in large nuggets. Coarse gold predominates and the work of getting it out is comparatively easy. There is plenty of room and plenty of work there for good men who understand the business or are willing to learn it. This class of men with improved machinery, necessary supplies and a proper outfit of clothes and provisions, all of which they can obtain in San Francisco at the very lowest rates, can through hard work accomplish a fortune within a reasonable length of time.



THE STEAMER "BELLA."

THE MAIL ROUTE.

Interesting Information Regarding the Trip to Sitka and St. Michael, with Authentic Notes about Mount St. Elias, the Alaskan Alps, Karluk, Unga, Unalaska and Other Points.

Tourists or prospectors who desire to go to St. Michael Island by what is popularly known as the Mail Route can do so via the steamships of the Pacific Coast Steamship Company as far as Sitka, where connection is made with the fast steamships of the Alaska Commercial Company. The trip from San Francisco to Sitka is an ideal one. The summer excursions to this point are known to travelers all over the world. The steamship company carries the United States mail and always calls at Mary Island, Wrangel, Juneau, Douglass Island, Killisnoo and frequently at Glacier Bay and other points of interest. The trip, on what is called the outside passage, takes from seven to eight days, but when the steamship stops at Seattle about three more days are necessary to complete the journey. The ocean voyage north is not by any means devoid of interest. There are various modes of enjoyment on the steamers; new and sometimes lasting friendships are formed, and, altogether, the trip is replete with pleasure.

Sitka is the capital and the seat of government of the Territory of Alaska. It is situated on the west coast of Baranof Island and

is the official residence of the Governor, United States District Judge, and other territorial officers. It formerly was the home port for the United States men-of-war detailed for protective duty in Northern waters, and the marines are quartered on shore. The town is built on level land at the mouth of Indian River and at the foot of Mount Verstovoi. Lincoln is the main street and it extends from the government wharf to the old Russian sawmill and The Governor's Walk, a beach road built by the Russians, and continues to the Point, a half mile distant. A large parade ground fronts the harbor. Mail steamers generally remain here twenty-four hours. Ships' time is one hour in advance of local time, a fact that should be remembered. The Greek Cathedral Church, the Indian village, the block houses and Russian cemetery, the Sitka Mission and

Industrial School, the Sitka Museum and the park along the banks of Indian River are the chief objects of interest. There are several stores there where unique Alaskan curios may be purchased as souvenirs.

The rainfall at Sitka is generally quite heavy, hence an umbrella, a gossamer or a mackintosh will be found very convenient. Heavy shoes and warm underwear are also essential.

At Sitka connection is made with the steamships of the Alaska Commercial Company.

These steamships have been built especially for the Alaskan trade and are in every respect emi-



A WINTER SCENE ON THE KLONDIKE.

nently qualified to fill every requirement. The cabin accommodations are ample and comfortable in every respect and the table service is not excelled in any of the leading metropolitan hotels. They are all of the most modern style of marine architecture and their equipments are in every way unsurpassed. This is best attested to by the passengers who have been carried to and from their destinations in years past.

Here commences what is probably the most interesting part of the northern trip. The steamship passes swiftly over the deep, still waters of the Pacific giving ever and anon glimpses of scenery that would well rival that of Switzerland. The mountain peaks are clad

in a mantle of misty purple, and those in the far perspective are wrapped in shrouds of snow, making a vista that is majestic. The first landing place is Yakutat, which is two hundred and twenty miles distant from Sitka.

It is from near this point that Prince Luigi, of Savoy, started to make his memorable and successful ascent of Mount St. Elias. This is probably the highest mountain in Alaska, and, indeed, is one of the half dozen loftiest peaks on the globe, reaching the remarkable height of about twenty thousand feet. A remarkable feature of this mountain is that it practically springs at once from the level of the Pacific Ocean so there is nothing to detract from its picturesque effectiveness. Vitus Bering first sighted this mountain on St. Elias' day and so gave it the name which it bears. It is constantly covered with a mantle of ice reaching down almost to the sea-level and arises in pyramid form, straight, regular and massive, to three times the height of Mount Washington, which is the giant of the White Mountain Range of New Hampshire. Only the Himalayas and the Andes exceed it in altitude. A wonderful feature of this mountain is the Agassiz Glacier, which is estimated to be twenty miles in width and fifty miles in length, covering an area of a thousand square miles. On any clear day Mount St. Elias is visible one hundred and sixty miles at sea. It is one of the grandest scenic wonders of the world.

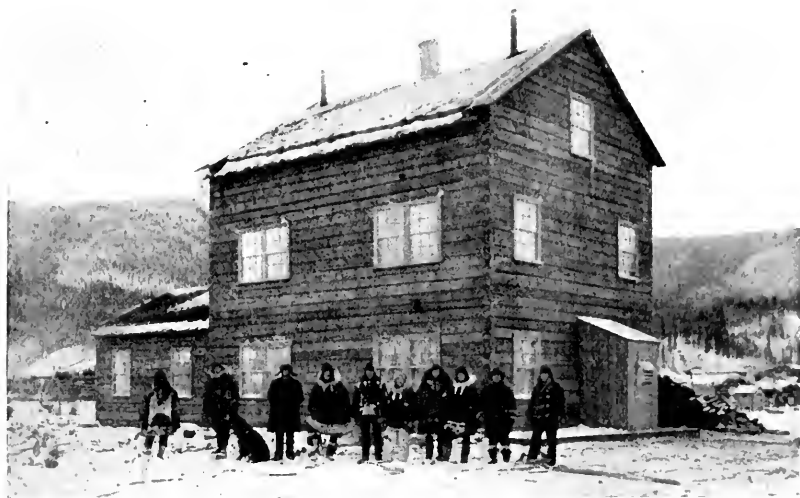
There are but two indentations in the plateau bordering the ocean from Cross Sound to Yakutat Bay, and these have no commercial importance. The plateau supports four great peaks ranging from ten thousand to fifteen thousand five hundred feet in height. The Crillon and La Perouse glaciers join and front on the ocean for two miles just north of Icy Cape. The bay always contains much floating ice from the glaciers at its head, and a heavy surf beats on the St. Elias shore. Yakutat Village contains some original Tlingit lodges and the Yakutat women are the finest basket weavers on the coast. In the vicinity there is much gold-bearing black sand and also coal deposits, which, but for the difficulty of loading ships in that bay, would supply coal for all of Alaska.

Two hundred and fifty miles from Yakutat is Nuchek, or Port Etches, which is at the entrance of

Prince William's Sound. The old Russian trading post was known as the Redoubt Constantine. The furs of the Copper River country

are brought to Nuchek, where there is the station of the Alaska Commercial Company. Orca and Odiac are also trading stations situated on the sound. The Chugach Alps surrounding Prince William's Sound hold some of the grandest scenery of the Alaska coast, and the tide-water glaciers in the recesses of the sound even surpass those of southeastern Alaska. The glaciers take on a rose red tint in a certain light which is in picturesque contrast to their usual immaculate tone of white.

The next point the steamer touches at is Homer, in Cook's Inlet, which is about one hundred and thirty-two miles distant from Nuchek. It is at the mouth of Katchemak Bay, which is sometimes called Coal Bay. A postoffice and a trading station are located here.



FORTY MILE POST.

Then the steamer speeds onward to Kodiak, which is a beautiful spot and is a general station of the Kodiak district. This port boasts of two wharves, several warehouses, many frame buildings and a Russian church. There are no saloons there as it is against the law to sell liquors. Kodiak is a coaling station for the steamers and also the general depot of the district for the furs that are brought in by the Indians for sale. There are but scattered groves of trees in the neighborhood of Kodiak as the dense forests of the northwest coast finally cease at the line of the Kenai Peninsula. The shores beyond that line are covered with grasses, shrubs and thick mosses, that, freshened by perpetual fog and rain, are so brilliantly and intensely green as to dazzle the eye. It is here that the dug-out

canoe disappears and boats of sea lion or walrus hide stretched over driftwood frames replace them. The bidarka, a narrow shell pointed at either end, carries one or two men, who sit each in a small hatch, furnished with an apron that fastens around his body, and these bladders ride the roughest seas safely. Women and children are even packed beneath the oarsman's feet for short voyages.

Lutke called these bidarkans the "Cossacks of the Sea," and Billings wrote, "If perfect symmetry, smoothness and proportion constitute beauty, they are beautiful beyond anything that I ever beheld." They also have the oomiak or large open walrus hide boats, as a family and trading canoe, and these two craft, with slight modifications, are in use from Kodiak around to the Arctic coast.

A distance of ninety miles intervenes between Kodiak and Karluk which is the greatest salmon fishing station in the

world. Two-thirds of the entire salmon pack of Alaska are furnished from the waters of the Karluk River. This river is sixteen miles long, from one hundred to six hundred feet wide, and less than six feet deep. These figures give the dimensions of the solid mass of salmon that used to ascend the Karluk to a mountain lake before canners came with traps and gill-nets in 1884. A single haul of the seine has beached at least sixty thousand salmon. The hundreds of Chinese, Greek, Italian, Portuguese and Americans congregated there constitute the most untrammelled communities anywhere under one flag from May to September of each year. There is much agricultural land in the vicinity and cattle graze the year round, the thermometer never recording zero, and snow lying on the ground but for a short time. This is the headquarters of the Alaska Packers' Association.

After leaving Karluk the steamer proceeds to Unga, a distance of two hundred and fifty-five miles, the trip being of a pleasant and interesting

nature.

Unga is one of the principal stations of the Alaska Commercial Company. It has a store and warehouses there and employs a large number of men. The Apollo Consolidated Mining Company, which is one of the largest gold quartz producing mines in Alaska, is located at Unga. It is worked through a tunnel six thousand feet long, from which a shaft has been sunk to a distance of more than four hundred feet. One hundred and twenty men are on the pay roll of the company. Popoff Island, opposite Unga, is the headquarters of the cod-fishing fleet, and there are large warehouses

there for the salting and storing of fish. A coal mine on Unga Island furnishes sufficient fuel for local consumption.

By a regulation of the United States Treasury Department, only natives are allowed to hunt the sea otter, and therefore many white men have married native wives, thereby becoming natives in the eye of the law. The revenue derived from the sea otter trade on this island is said to average about seven hundred dollars a year to every family.



COURT YARD AT ST. MICHAEL.

From Unga to Unalaska is two hundred and seventy-two miles. This is the coaling station for the steamers on the route to St. Michael Island. It is on the chain of Aleutian Islands.

Unalaska is known to be rich in both gold and silver mines. There is a large lake of sulphur within its borders from which loud reports issue at intervals like the boom of cannon. Unalaska is the most important island of the Aleutian chain. It is mountainous throughout with the volcanic mass of Makushin, five thousand nine hundred and sixty-one feet, at its northwest end.

CANADIAN MINING LAWS.

Information for Prospectors who Intend Locating Claims on British Soil.

Following is a complete copy of the regulations governing placer mining along the Yukon River and its tributaries in the Northwest Territories:

"Privy Council, Canada, at the Government House at Ottawa, Friday, the 21st day of May, 1897. Present: His Excellency, the Governor-General, in Council. Whereas, it is found necessary and expedient that certain amendments and additions should be made to the regulations governing 'placer mining' established by order of the council of the 9th of November, 1889.

"Therefore, His Excellency, in virtue of the provisions of the Dominion lands act, chapter 54, of the Revised Statutes of Canada, and by and with the advice of the queen's privy council for Canada, is pleased to order that the following regulations shall be, and the same are hereby, substituted for the governance of placer mining along the Yukon River and its tributaries, in the Northwest Territories, in the room, place and stead of those regulations established by order in council of the 9th of November, 1889.

(Signed)

"JOHN J. M'GEE,

"Clerk of the Privy Council.

"To the Honorable the Minister of the Interior."

"Bar diggings" shall mean any part of a river over which the water extends when the water is in its flooded state, and which is not covered at low water.

"Mines on benches" shall be known as bench diggings, and shall for the purpose of defining the size of such claims be excepted from dry diggings.

"Dry diggings" shall mean any mine over which a river never extends.

"Miner" shall mean a male or female over the age of eighteen, but not under that age.

"Claims" shall mean the personal right of property in a placer mine or diggings during the time for which the grant of such mine or diggings is made.

"Legal post" shall mean a stake standing not less than four feet above the ground and squared on four sides for at least one foot

from the top. Both sides so squared shall measure at least four inches across the surface. It shall also mean any stump or tree cut off and squared or faced to the above height and size.

"Close season" shall mean the period of the year during which placer mining is generally suspended. The period to be fixed by the gold commissioner in whose district the claim is situated.

"Locality" shall mean the territory along a river (tributary of the Yukon), and its affluents.

"Mineral" shall include all minerals whatsoever other than coal.

First—Bar diggings: A strip of land 100 feet wide at high water mark, and thence extending across the river to its

lowest water level.



AN ESKIMO DOG TEAM IN WINTER.

Second—The sides of a claim for bar diggings shall be two parallel lines run as nearly as possible at right angles to the stream, and shall be marked by four legal posts, one at each end of the claim, at or about high water mark, also one at each end of the claim at or about the edge of the water. One of the posts at high water mark shall be legibly marked with the name of the miner and the date upon which the claim is staked.

Third—Dry diggings shall be 100 feet square, and shall have placed at each of its four corners a legal post, upon one of which shall be legibly marked the name of the miner and the date upon which the claim was staked.

Fourth—Creek and river claims shall be 500 feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hills or benches of each side, but, when the hills or benches are less than 100 feet apart, the

claim may be 100 feet in depth. The sides of a claim shall be two parallel lines run as nearly as possible at right angles to the stream. The sides shall be marked with legal posts at or about the edge of the water and at the rear boundaries of the claim. One of the legal posts at the stream shall be legibly marked with the name of the miner and the date upon which the claim was staked.

Fifth—Bench claims shall be 100 feet square.

Sixth—In defining the size of claims, they shall be measured horizontally, irrespective of inequalities on the surface of the ground.

Seventh—If any person or persons shall discover a new mine, and such discovery shall be established to the satisfaction of the gold commissioner, a claim for the bar diggings 750 feet in length may be granted.

A new stratum of auriferous earth or gravel, situated in a locality where the claims are abandoned, shall, for this purpose, be deemed a new mine, although the same locality shall have previously been worked at a different level.

Eighth—The forms of application for a grant for placer mining and the grant of the same shall be those contained in forms "H and I" in the schedule hereto.

Ninth—A claim shall be recorded with the gold commissioner in whose district it is situated within three days after the location thereof, if it is located within ten miles of the commissioner's office. One extra day shall be allowed for making such record for every additional ten miles and fraction thereof.

Tenth—In the event of the absence of the gold commissioner from his office, entry for a claim may be granted by any person whom he may appoint to perform his duties in his absence.

Eleventh—Entry shall not be granted for a claim which has not been staked by the applicant in person, in the manner specified in these regulations. An affidavit that the claim was staked out by the applicant shall be embodied in form "H" of the schedule hereto.

Twelfth—An entry fee of \$15 shall be charged for the first year and an annual fee of \$100 for each of the following years. This provision shall apply to the locations for which entries have already been granted.

Thirteenth—After the recording of a claim, the removal of any post by the holder thereof, or any person acting in his behalf, for the purpose of changing the boundaries of his claim, shall act as a forfeiture of the claim.

Fourteenth—The entry of every holder for a grant for placer mining must be renewed, and his receipt relinquished and replaced every year, the entry fee being paid each year.

Fifteenth—No miner shall receive a grant for more than one mining claim in the same locality; but the same miner may hold any number of claims by purchase, and any number of miners may unite to work their claims in common upon such terms as they may arrange, provided such agreement be registered with the gold commissioner and a fee of \$15 paid for each registration.

Sixteenth—Any miner or miners may sell, mortgage or dispose of his or their claims, provided such disposal be registered with and a fee of \$2 paid to the gold commissioner, who shall thereupon give the assignee a certificate in form "J" in the schedule hereto.



YUKON RIVER SALMON.

Seventeenth—Every miner shall, during the continuance of his grant, have the exclusive right of entry upon his own claim for the miner-like working thereof, and the construction of a residence thereon, and shall be entitled exclusively to all the proceeds realized therefrom; but he shall have no surface rights therein, and the gold commissioner may grant to the holders of adjacent claims such rights of entry thereon as may be absolutely necessary for the working of their claims, upon such terms as may to him seem reasonable.

He may also grant permits to miners to cut timber thereon for their own use, upon payment of the dues prescribed by the regulations in that behalf.

Eighteenth—Every miner shall be entitled to the use of so much of the water naturally flowing through or past his claim, and not already lawfully appropriated, as shall, in the opinion of the gold commissioner, be necessary for the due working thereof, and shall be entitled to drain his own claim free of charge.

Nineteenth—A claim shall be deemed to be abandoned and open to the occupation and entry by any person when the same shall have remained unworked on working days by the grantee thereof or by some person on his behalf for the space of seventy-two hours, unless sickness or other reasonable cause may be shown to the satisfaction of the gold commissioner, or unless the grantee is absent on leave given by the commissioner, and the gold commissioner, upon obtaining evidence satisfactory to himself that this provision is not being complied with, may cancel the entry given for a claim.

Twentieth—If the land upon which a claim has been located is not the property of the crown it will be necessary for the person who applies for entry to furnish proof that he has acquired from the owner of the land the surface right before entry can be granted.

Twenty-first—If the occupier of the lands has not received a patent therefor, the purchase money of the surface rights must be paid to the crown, and a patent of the surface rights will issue to the party who acquired the mining rights. The money so collected will either be refunded to the occupier of the land when he is entitled to a patent therefor, or will be credited to him on account of payment for land.

Twenty-second—When the party obtaining the mining rights cannot make an arrangement with the owner thereof for the acquisition of the surface rights it shall be lawful for him to give notice to the owner or his agent or the occupier to appoint an arbitrator to act with another arbitrator named by him in order to award the amount of compensation to which the owner or occupant shall be entitled. The notice mentioned in this section shall be according to form to be obtained upon application from the gold commissioner for the district in which the lands in question lie, and shall, when practicable, be personally served on such owner or his agents, if known, or occupant, and after reasonable efforts have been made to effect personal service without success, then such notice shall be served upon the owner or agent within a period to be fixed by the gold commissioner before the expiration of the time limited in such notice. If the proprietor refuses or declines to appoint an arbitrator, or when, for any

other reason, no arbitrator is appointed by the proprietor in the time limited therefor in the notice provided in this section, the gold commissioner for the district in which the lands in question lie, shall, on being satisfied by affidavit that such notice has come to the knowledge of such owner, agent or occupant, or that such owner, agent or occupant willfully evades the service of such notice, or cannot be found, and that reasonable efforts have been made to effect such service, and that the notice was left at the last place of abode of such owner, agent or occupant, appoint an arbitrator on his behalf.



BUILDINGS OF THE ALASKA COMMERCIAL COMPANY AT CIRCLE CITY

Twenty-third—(a) All arbitrators appointed under the authority of these regulations shall be sworn before a justice of the peace to the impartial discharge of the duties assigned to them, and they shall forthwith proceed to estimate the reasonable damages which the owner or occupant of such lands according to their several interests therein shall sustain by reason of such prospecting and mining operations.

(b) In estimating such damages the arbitrators shall determine the value of the land, irrespectively of any enhancement thereon from the existence of mineral therein.

(c) In case such arbitrators cannot agree they may select a third arbitrator, and when the two arbitrators cannot agree upon a

third arbitrator, the gold commissioner for the district in which the lands in question lie shall select such third arbitrator.

(d) The award of any two such arbitrators made in writing shall be final, and shall be filed with the gold commissioner for the district in which the lands lie.

If any cases arise for which no provision is made in these regulations, the provisions of the regulations governing the disposal of mineral lands other than coal lands approved by his excellency, the governor in council, on the 9th of November, 1889, shall apply.

The form of a certificate of assignment of a placer mining claim is as follows:

Form J—No.....

Department of the Interior, Agency.....18...

This is to certify that (B. C.) has (or have) filed an assignment in due form dated.....18... and accompanied



ON THE BANK OF THE YUKON.

by a registration fee of two dollars, of the grant to.....
(A. B.) of.....of the right to mine in
.....(insert description of claim)
for one year from.....18...

This certificate entitles the said.....(B. C.)
to all rights and privileges of the said.....(A. B.)
in respect of the claim assigned, that is to say, the exclusive right of
entry upon the said claim for the miner-like working thereof and the
construction of a residence thereon, and the exclusive right to all
proceeds therefrom, for the remaining portion of the year for which
the said claim was granted to the said.....(A. B.)
that is to say until the.....18...

The said.....(B. C.) shall be entitled to
the use of so much of the water naturally flowing through or past his
(or their) claim, and not already lawfully appropriated, as shall be

necessary for the due working thereof, and to drain the claim free of charge.

This grant does not convey to the said.....(B. C.) any surface rights in said claim or any rights of ownership in the soil covered by the said claim, and the said grant shall lapse and be forfeited unless the claim is continually and in good faith worked by the said (B. C.) or his (or their) associates.

The rights hereby granted are those laid down in the Dominion mining regulations, and are subject to all provisions of the said regulations, whether the same are expressed herein or not.

.....
Gold Commissioner.

The form of application for grant for placer mining claim and affidavit of applicant is as follows:

Form II: I (or we) ofhereby apply under the Dominion mining regulations for grant of a claim for placer mining as defined in the said regulations in.....(here describe locality) and I (or we) solemnly swear:

First—That I (or we) am (or are) to the best of my (or our) knowledge and belief, the first discoverer (or discoverers) of the said deposit, or

Second—That the said claim was previously granted to(here name the last grantee), but has remained unworked by the said grantee for not less than.....

Third—That I (or we) am (or are) unaware that the land is other than vacant Dominion lands.

Fourth—That I (or we) did on the.....day of.....mark out on the ground in accordance in every particular with the provisions of the mining regulations for the Yukon River and its tributaries, the claim for which I (or we) make this application, and that in so doing I (or we) did not encroach on any other claim or mining location previously laid out by any other person.

Fifth—That the said claim contains as nearly as I (or we) could measure or estimate an area of.....square feet, and that the description (and sketch if any) of this date hereto attached signed by me (or us) sets (or set) forth in detail to the best of my (or our) knowledge and ability its position, form and dimensions.

Sixth—That I (or we) make this application in good faith to acquire the claim for the sole purpose of mining, prosecuted by myself (or us) or by myself and associates, or by my (or our) assigns.

Sworn before me at.....this.....
day of.....18....

(Signature).....

The form of grant for placer claim is as follows:

Form I: Department of the Interior,agency
..... 18.... In consideration of the payment of the fee prescribed by clause 12 of the mining regulations of the Yukon River and its tributaries by.....(A. B.) accompanying his (or their) application No. dated 18.... for a mining claim in..... (here insert description of locality), the minister of the interior hereby grants to the said.....(A. B.) for the term of one year from the date hereof the exclusive right of entry upon the claim (here describe in detail the claim).

Granted—for the miner-like working thereof and the construction of a residence thereon, and the exclusive right to all the proceeds derived therefrom. That the said.....(A. B.) shall be entitled to the use of so much water naturally flowing through or past his (or their) claim and not already lawfully appropriated as shall be necessary for the due working thereof, and to drain his (or their) claim free of charge.

This grant does not convey to the said..... (A. B.) any surface right in the said claim or any right of ownership in the soil covered by the said claim, and the said grant shall lapse and be forfeited unless the claim is continuously and in good faith worked by the said.....(A. B.) or his (or their) associates.

The rights hereby granted are those laid down in the aforesaid mining regulations and no more, and are subject to all the provisions of the said regulations, whether the same are expressed herein or not.

.....
Gold Commissioner.

For any information regarding the Yukon and Klondike districts, apply to the

ALASKA COMMERCIAL COMPANY,
310 SANSOME STREET, SAN FRANCISCO, CAL.

HOW TO STAKE A CLAIM.

Information Regarding the Methods of Locating Placer and Quartz Claims in the Klondike District.

The report of the Canadian mining laws published in this book will give to the intending prospector a correct idea of the legal methods to be pursued in securing a mining grant. Now for the practical part of the question. After having made a find the prospector proceeds to stake out his claim. He must not exceed one hundred feet up and down the creek, the general course of the valley. The width of the claim can run from base to base of the hills or mountains. If there are no



A TYPICAL TUNDRA.

previous claims located on this particular stream, the claim is known as the "discovery claim," and the stakes used are marked "O". The next claim staked up the creek is marked No. 1, as is the next claim going down the stream. There can only be two claims marked No. 1 on any one stream. After driving the four stakes, each marked with the initials of the locator and the letters "M. L.," which means "mining location," the miner must bound his claim with cross or end line and then proceed within sixty days to file the claim with the Government Recorder at Dawson City. When recording it is necessary to make affidavit that the claim is properly staked, the date given, and that gold has been found. The number of the claim must also be given, and if it is not the discovery claim it must be mentioned, as for instance, No. 1 or No. 10 above or below "discovery claim," as the case may be. The prospector has sixty days in

which to prosecute the search for gold if a claim is staked before gold is discovered thereon. If he is unsuccessful at the expiration of this time he can no longer hold the claim, as it is absolutely necessary to find the metal in order to secure the permanent holding of the claim.

A similar method of procedure is necessary in staking a quartz claim. The size of the claim is fifteen hundred feet long by six hundred feet wide. The stakes are marked as in placer claims, and the same rules govern in regard to the finding of gold and filing the claims. After the miner



UNLOADING AT ST. MICHAEL.

has filed his claim it is necessary that he shall work his claim three consecutive months in each year. Although they are simple these requirements are imperatively necessary for the protection of the miner, for, should a miner attempt to work a claim without first properly staking and recording the same, anyone could come in, work on the property, properly stake and hold the claim, and so compel the first man to leave. Only one claim can be filed by a prospector. He may, however, acquire other claims by purchase, and the bill of sale must be properly recorded at the time of the transfer. If a miner abandons a claim he can, of course, locate another one.

Regulations Governing the Use and Occupancy of Lands within the Limits of the Military Reserva- tion of Fort St. Michael, Alaska.

WAR DEPARTMENT,
ADJUTANT-GENERAL'S OFFICE.

Washington, November 11, 1897.

By direction of the Secretary of War the following Regulations, governing the use and occupancy of lands within the limits of the Military Reservation of Fort St. Michael, Alaska, are published for the information and guidance of all concerned.

SAM'L BRECK,
Adjutant-General.

Regulations Governing the Use and Occupancy of Lands within the Limits of the Military Reservation of Fort St. Michael, Alaska.

WAR DEPARTMENT,

Washington, October 20, 1897.

No. 1. By authority of the President, the land known as St. Michael Island, Alaska, with all contiguous land and islands within 100 miles of the location of the flagstaff of the present garrison on that island, is set aside from the public lands of the Territory of Alaska, and declared a Military Reservation.

Parties who have, prior to the receipt of this order, located and erected buildings on the land so reserved, will not be disturbed in their use of lands, buildings and improvements, nor in the erection of structures needed for their business or residence.

No. 2. The Military Reservation above declared, and the military post located thereon, will be known as Fort St. Michael, and will be under the control and supervision of the Commanding Officer of the troops there stationed.

R. A. ALGER,
Secretary of War.

In the absence of other provision of law and of all local civil officials within the limits of the country surrounding the island of St. Michael, and the mouth of the Yukon River, the foregoing described reservation has been established for the security of life and property, the preservation of order and the protection of property

and business interests. Proper persons, associations, or corporations already located on, or desiring to enter upon and conduct legitimate business enterprises within the limits of this Military Reservation, will observe the following regulations:

No. 1. Applications for permission must be accompanied by testimonials of good character and standing, and be made in writing, addressed to the Secretary of War, reciting the nature of the business to be conducted; the location, as nearly as possible, on unoccupied land within the reservation; the area of land necessary; number and character of buildings, etc., to be erected, and probable date when occupancy is to be commenced and terminated. Those located on this reservation at the time the reservation was made will, in like manner, present their application for permits, and the



THE HARBOR OF ST. MICHAEL.

Commanding Officer will not disturb them in their use and occupancy in conformity to these regulations until the action of the Secretary of War on their application is known.

No. 2. The permit to be issued by the Secretary of War will describe the persons, business, location, etc., and will authorize the grantees to enter upon the reservation, at the location named, and maintain the specified business, and none other. Where a definite location cannot be given in the permit, authority will be given to the Commanding Officer of Fort St. Michael to authorize an appropriate location; but no permission will be given to use land that was included under the original order as located and used, and no permit will be given to locate on the land set apart for buildings, wharves, parade and drill grounds for the post of Fort St. Michael.

A plat showing authorized locations and grounds, with the name or names of the holders of permits, will be kept in the office of the Commanding Officer.

No. 3. This permit will not be negotiable and will be of no value or effect until presented to and recorded by the Commanding Officer of Fort St. Michael, and the location staked out by him. It will not be transferable without the approval of the Secretary of War, except where both parties to the transfer are on the ground and one desires to dispose of his interest, in which event the Commanding Officer of Fort St. Michael may authorize the transfer, reporting his action to the War Department. It will give no right or title to ownership of lands occupied and is revocable at the will of the Secretary of War.

No. 4. Application for permission to sell any improvements made through virtue of these permits must be made through the Commanding Officer of Fort St. Michael to the Secretary of War, and will only be approved on the same conditions on which a permit is originally issued.

No. 5. Persons, associations or corporations occupying lands, buildings or privileges under these permits will be subject at all times to such police regulations as may be imposed from time to time by the Commanding Officer of Fort St. Michael, or higher authority.

No. 6. Any modification of this permit, after use, must be applied for in writing, and forwarded, through the Commanding Officer of Fort St. Michael, for the action of the Secretary of War; notice of a proposed termination of the permit will be given by the grantee at least thirty days before removal, and upon removal from the reservation the permit will be surrendered to the Commanding Officer of Fort St. Michael; and the location must be left by the occupants in good sanitary and police condition.

No. 7. In case of naturally restricted landings, sites for buildings, shipyards, etc., no monopoly will be given to any person or corporation, and no permit will be construed to do this, and all disagreements between holders of permits, will, after a careful hearing by him, be settled by the Commanding Officer of Fort St. Michael.

No. 8. No retail of distilled spirits on the reservation will be allowed; but this prohibition shall not include light wines or beer. (Section 1955, Revised Statutes; Act approved May 17, 1884.)

No. 9. It is to be understood that these permits are issued subject to any subsequent legislation of Congress.

For any information regarding the Yukon and Klondike districts, apply to the

ALASKA COMMERCIAL COMPANY,
310 SANSOME STREET, SAN FRANCISCO, CAL.

WEATHER ON THE KLONDIKE.

Chief Moore Describes the Climate of Coast and Interior Alaska.

Under the direction of Secretary of Agriculture Wilson, Chief Moore, of the Weather Bureau, has made public a statement in regard to the climate of Alaska. Mr. Moore says:

"The climate of the coast and the interior of Alaska are unlike in many respects, and the differences are intensified in this, as perhaps in few other countries, by exceptional physical conditions.

"The mean temperature of Sitka is 62.5, but little less than that of Washington, D. C. The rainfall of temperate Alaska is notorious the world over, not only as regards the quantity that falls, but also as to the manner of its falling, viz, in long and incessant rains and drizzles. Cloud and fog naturally abound, there being on an average but sixty clear days in the year. North of the Aleutian Islands the climate becomes rigorous in winter, but in summer the difference is much less marked.

"The climate of the interior, including in that designation practically all of the new country except a narrow fringe of coastal margin, is one of extreme rigor in winter, with a brief but relatively hot summer, especially when the sky is free from cloud.

"In the Klondike region in midwinter the sun rises from 9:30 to 10 A. M., and sets from 1 to 2 P. M., the total length of daylight being about four hours. Remembering that the sun rises but a few degrees above the horizon and that it is wholly obscured on a great many days, the character of the winter months may easily be imagined.

"We are indebted to the United States Coast and Geodetic Survey for a series of six months' observations on the Yukon not far from the site of the present gold discoveries. The mean temperature of the months from October, 1888, to April, 1889, both inclusive, are as follows:

"October, 33 degrees; November, 8; December, 11 degrees below zero; March, 6 above; April, 20 above. The daily mean

temperature fell and remained below the freezing point (33 degrees) from November 4, 1889, to April 21, 1890, thus giving 168 days as the length of closed season of 1889-90, assuming that outdoor operations are controlled by temperature only.

"The lowest temperatures registered during the winter were: Thirty-two degrees below zero in November, 47 below in December, 59 below in January, 55 below in February, 45 below in March, and 26 below in April. The greatest continuous cold was in February, 1880, when the daily mean for five consecutive days was 47 degrees below zero. Greater cold than that here noted has been experienced in the United States for a very short time, but never has it continued so very cold for so long a time.



AN ESKIMO DANCE AT ST. MICHAEL.

"In the interior of Alaska winter sets in as early as September, when snow storms may be expected in the mountains and passes. Headway during one of these storms is impossible, and the traveler who is overtaken by one of them is indeed fortunate if he escapes with his life.

"The changes of temperature from winter to summer are rapid, owing to the great increase in the length of the day. The mean temperature in the interior doubtless ranges from 60 to 70 degrees, according to elevation, being highest in the middle and lower in the Yukon Valley."

SUGGESTIONS FOR MINERS.

Some Valuable Hints Regarding Provisions, Clothing, Shoes and Other Articles Required for a Perfect Outfit.

The necessity of proper food for outfitting expeditions to Alaska cannot be over-estimated. The late riot on Copper River, which nearly resulted in the lynching of the promoter of the expedition by the infuriated passengers, owing to inferior food supplies, is a warning which many should heed. The hard tramps over ice, frozen moss and the wilderness of the North are severe enough if prospectors are impeded by the lightest of supplies, but, if they are weighed down with immense quantities of inferior goods instead of concentrated supplies of the best, then the most favorable conditions are hard to overcome.

Last year the writer saw a man leave for the Chilcoot Pass dragging after him 600 pounds of supplies that cost him \$480. We saw another man with 600 pounds of supplies that cost him \$310. It would strike the reader, perhaps, that the man who had 600 pounds for \$310 had an immense advantage over the man who had 600 pounds for \$480, but the reverse was true. Both men started out with the same amount of luggage to drag. Both men were going into a howling wilderness under the most severe conditions, where any food that they might be forced to purchase would cost them a fortune, and in many instances where food could not be purchased at any price. The man who had 600 pounds for \$310 had food that would last him about five months. The man that had 600 pounds that cost him \$480 had supplies that would last him for over a year. Not only that, but in most cases his food was not only stronger and more wholesome, but it was very much more palatable.

If a man takes a can of Royal Baking Powder in, that cost him 45 cents, as against a man who takes an inferior brand in, that cost him 25 cents, the man with the can of Royal Baking Powder not only makes better bread, but probably makes five times as much

bread as the man with the cheap can of baking powder. But you go further even than that; the man with the cheap brand of baking powder probably won't make any bread at all after the first three or four days, for the climatic conditions are harsher against baking powder than against anything else, and it has been found that the Royal Baking Powder is the only baking powder that will keep in Alaska. An appreciation of this fact was shown by the San Francisco *Examiner* and the San Francisco *Call*, who spent nearly \$10,000, in November, 1897, in fitting out the United States Government expedition for the imprisoned whalers in the Arctic Ocean. Both the *Examiner* and the *Call* selected Royal Baking Powder.

L. N. McQuesten, the "Father of Alaska," writes:

"The Royal Baking Powder is the only powder that will endure the severe climatic changes of the Arctic regions. A man with a can of bad baking powder is almost helpless in Alaska. Therefore, we have used nothing but Royal Baking Powder."

The same argument applies to a can of milk. There is nothing more precious, perhaps, to a miner in the Arctic than a can of good condensed milk or cream.

This is so well known in Alaska that the miners there will buy nothing but the "Eagle" brand, but it is the ignorant miner—and only the ignorant miner—that is fitting out in San Francisco or Seattle who ever allows any other brand to be foisted upon him. If he is an experienced miner returning, he has got to have the "Gail Borden Eagle Brand." If he is an inexperienced miner, possibly some one will palm off a cheap brand on him, and he will find out when he reaches Alaska, where the temperature is 80 degrees below zero sometimes, that his cheap, inferior milk is no good.

The matter of cereals is another case. It is known that oatmeal takes about fifty minutes to cook and has 73 per

cent nutriment. Wood is scarce in the Arctic and a fire is a precious luxury, and a miner has not time to spend fifty minutes in cooking oatmeal. Therefore, it has been found that "Germea" is the only cereal that will do in Alaska. It takes three minutes to cook as against oatmeal, fifty minutes. It contains 95 per cent nutriment as against oatmeal, 73 per cent; but the great economy is, that one pound of Germea makes four pounds of solid food, and one pound of oatmeal makes only two pounds of solid food. Again, our friend McQuesten, the "Father of Alaska," comes out and states in regard to Germea as follows:

"The question of foods in Alaska must be studied from many standpoints, and a perfect food, meeting all the requirements, is hard to find. I have recommended Germea to the miners of Alaska because it is in the most concentrated form,—a pound of Germea containing more nutriment than nearly four pounds of anything else in the shape of cereals. It being concentrated, can be carried in a comparatively small package and does not burden the miner.

"Next: It contains more nutriment than any other cereal, and, taking but three minutes to cook when oatmeal takes sixty, the economy in fire, time and labor is tremendous, but, above all things, it is a preventive of scurvy.

"As some form of cereal is absolutely necessary in the Arctic, Germea fills the bill, in my opinion, most perfectly."

In going to the Klondike you want to get the strongest goods that you can for your money. Therefore, the article of California flour, which is dryer, contains less moisture and is therefore stronger, appeals to most people instead of the moist flour of the Northwest. Old miners returning from Alaska will tell you they cannot use anything but California flour in Alaska. Owing to the California flour's dryness it is easier to work, and it is only a short time off when nothing but California flour will be used in Alaska. A brand called Sperry's "Drifted Snow" commands in Alaska a premium over any other.

There is more nutriment in cocoa or chocolate than in nearly any food product, and, if it is high grade cocoa and chocolate, it is one of the greatest delicacies known in Alaska. Chocolate cannot withstand extreme heat or extreme cold unless it is of the purest quality. Walter Baker & Company's Cocoa and Chocolate is the only known chocolate that will actually fulfill all Arctic conditions. We knew of a whole mining camp whose supplies were reduced to a few cereals and 50 pounds of Walter Baker & Company's Chocolate that lived on these articles for months without any danger of scurvy. Their health was perfect, the miners being in robust condition all the time.

Take the matter of clothes also; this is a very important thing to miners. It may seem ridiculous, but with the temperature 80 degrees below zero it is difficult to use a needle. It is too cold, therefore, when buttons fall off to sew them on, and clothes are hard to

manage. There is a copper-riveted clothing that is made in California that will last indefinitely, and is particularly adapted to the Klondike. One could go on *ad infinitum*. We suggest as to what should be done. The principal feature to bear in mind is, if you see a well-known brand that is selling for a little more than any other brand, you may make up your mind that it is a little better, for there is some good reason for the increased price, and, in these days of competition, the only logical reason is because the brand must be a little better than cheaper and unknown goods.

In the cold, damp climate of Alaska a warm, dry shelter is as essential to the existence of those living there as food and clothing, yet few of those going to the Klondike make any provision for possessing such a dwelling place, preferring to chance it rather than to secure the proper materials in San Francisco, where they are abundant and cheap. The only lumber to be procured in Alaska is rough sawn and unsized, and with it the most careful carpenter cannot make a draught-proof, moisture-proof building; but with this same lumber and the P. and B. Building Paper, the unskilled have it in their power to construct a cabin that will defy the cold, damp rains and will effectually exclude all earth moisture—a building warm in winter, cool in summer, and healthful all the year round.

In Alaska this paper is worth its weight in gold, but in San Francisco a thousand square feet of it, enough to completely line the walls and floor of a cabin, may be had for from three to eight dollars. It is put up in rolls containing a thousand square feet each, and weighing from thirty to one hundred pounds—but a small additional weight to a miner's outfit.

The P. and B. Building Paper, unlike tar and rosin-sized building paper, has great strength, is waterproof, and is absolutely odorless, and, in case of necessity, flour, tea, sugar and salt may be wrapped in it and conveyed to the mines without damage, and the wrapper then used to line the cabin.

If there is one thing of all things that miners prospecting in Alaska actually require it is rubber boots. The Good-year Rubber Company have a factory in San Francisco for the manufacture of them, and it is the opinion of experienced miners that the boots of this company are unexcelled. The company's store in San Francisco carries a complete line of Hip Duck Leather Soled Boots, Crack Proof and Snag Proof Boots of their own manufac-

ture, and every heel has a guarantee stamp on it. This company also carries a full stock of Oil Socks, Overshoes, Felt Boots, Alaska Socks, Rubber and Oil Clothing, Wool Boots and Socks and the most essential Rubber and Oil Blankets. The reputation of this company is so high that the mere mention of the name Goodyear is a guarantee that the goods are first class in every particular. Mr. R. H. Pease is the Pacific Coast Manager for the Goodyear Rubber Company, and their offices are 573, 575, 577, 579 Market street, San Francisco, and 73 and 75 First street, Portland, Oregon.

Naturally, when one is going to Alaska for either a definite or an indefinite period, the supplying of the wants of the inner man is a paramount question. The matter of weight and freight is of importance. Those who have been up on the Yukon advise the use of evaporated vegetables such as potatoes, onions, carrots, turnips, cabbage, beans, and evaporated fruits such as prunes, peaches, apricots, pears, plums, apples, raisins, etc. The firm of Haas Brothers at 100 and 102 California street are the manufacturers of the celebrated California Preserve Company's goods, which have been used in Alaska for many years and are highly recommended. They are easily transported and are practically as efficient as fresh vegetables and fruit. This firm also carries the celebrated Blue Point Oysters, which are considered the best in the world. The Elephant Brand of Tea and Imperial Ground Spices are also specialties with this firm. They also have the agency for three of the most prominent quicksilver mines on this coast.

The importance of obtaining proper mining supplies cannot be over-estimated. In this respect the firm of John Taylor & Co., 63 First street, San Francisco, have been long and favorably known. It is the oldest, largest and most extensive house that is engaged strictly in the mining supply business in the United States. They keep a full supply of crucibles, furnaces, assay scales, gold scales of all kinds and all articles required by a prospector up to a quartz mill, including chemicals and other accessories.

The firm of Buckingham and Hecht is widely known throughout the United States as manufacturers of boots and shoes. They have made a specialty during the past twenty-five years of boots and shoes for miners, and their goods stand the severest test. They manufacture the seal waterproof leather boot, the

Klondike mining boot, and a complete line of mining, digging and prospecting shoes particularly suitable for the Klondike and the Arctic. These are their great specialties and all of them can be relied upon. Their factory is one of the largest in the country and every article issued from it is guaranteed. Their wholesale office is 221, 223, 225 and 227 Bush street. Kast and Company at 738 and 740 Market street are the retail distributors for the firm.

Miners and prospectors on the Yukon require more things than the same class of people would need in other mining regions. Warmth in their cabins by day and night is an essential feature not to be overlooked. In this particular it is worth one's time to examine the telescope sheet-iron stoves that are manufactured by Baker & Hamilton, which is one of the most prominent business firms in San Francisco. These stoves do not warp, and suffer not in the least from contraction or expansion. Another commendable thing about them is their lightness, which enables them to be carried to and fro with ease. They weigh but seventeen pounds. Baker & Hamilton also carry an extensive stock of all kinds of miners' supplies, such as Alaska freight sleds, Yukon picks and handles, spring-point shovels, Klondike pit saws, dog harness, and a thousand and one things that are absolutely necessary in carrying on the business of mining and prospecting in the proper manner. These goods are all manufactured in San Francisco under the personal supervision of members of the firm, and every article is guaranteed. The reputation of the firm is such that everyone purchasing from them may feel assured that the goods in every case will be exactly as they are represented.

Doubtless there will be quite a number of people coming to San Francisco on business relative to the Yukon mines who will remain here and send their representatives to the Klondike. During their residence here they may have a desire to invest some of their surplus funds in local securities and bonds, or they may need the services of competent and responsible financial agents. Mr. A. W. Blow, who for many years has been a prominent member of the Stock and Bond Exchange, and Mr. Sig B. Schloss, are associated in business under the firm name of A. W. Blow & Company, with offices at 238 Montgomery Street, and have the very best facilities for the transaction of any business of a financial character.

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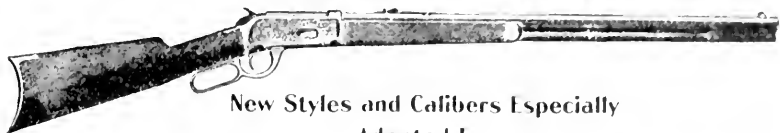
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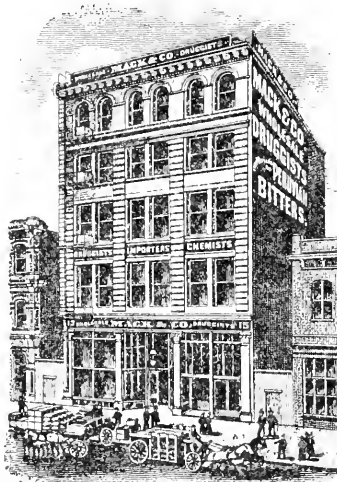


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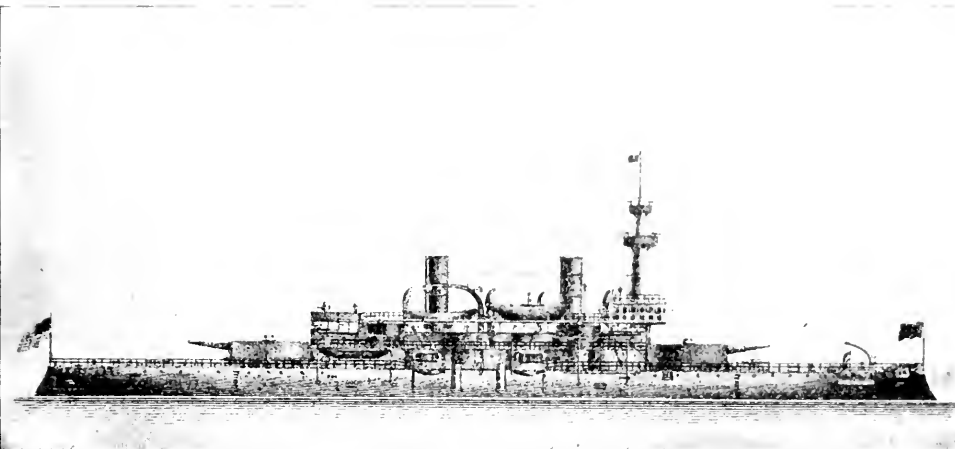
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PACKERS of the renowned CALIFORNIA PRESERVE CO'S Evaporated Vegetables: Potatoes, Onions, Carrots, Turnips, Cabbages, Beans, etc. Put up in tins, and guaranteed to keep for any length of time in any climate.

DEPOT of the celebrated Blue Point Oysters, considered by connoisseurs the best in the world, in 1-lb. and 2-lb. tins, full weight.

PROPRIETORS of the well-known brands of "Elephant" and "Blue Bird" Green Teas, and the "Banner" and "Sun" brands of English Breakfast Tea. Also of the Imperial Ground Spices, guaranteed strictly pure.

SOLE AGENTS for the Napa Consolidated Quicksilver Mining Co's QUICKSILVER. The Aetna Consolidated Quicksilver Mining Co's QUICKSILVER. The New Idria Quicksilver Mining Co's QUICKSILVER.

These are all goods that are necessary in an outfit for the Alaskan Gold Fields. Having had many years' experience in the supplying of the Alaska trade, we are in position to fill all requirements promptly and satisfactorily.

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WATER PIPE

For Hydraulic Mining, Irrigating, Mills, Power
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DEALERS IN

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Walter Baker & Co's, Ltd.,

(DORCHESTER, MASS.)



REGISTERED TRADE MARK

Cocoas

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Chocolates

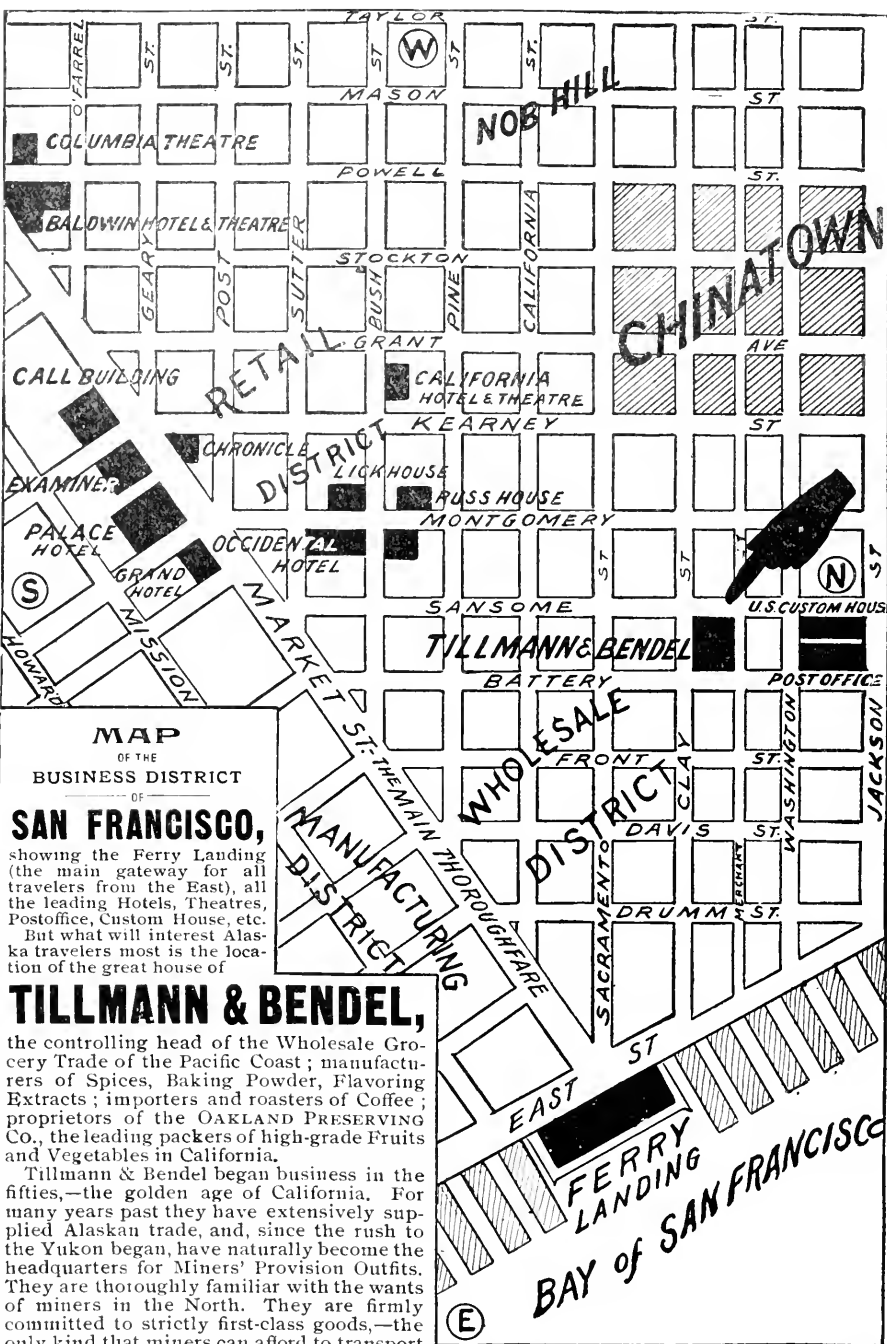
Considered the best health
sustainer, and also the best
adapted article for Alaska...

☛ Anyone going to ALASKA
should not be without...

Walter Baker & Co's, Ltd.,

(Dorchester, Mass.)

Cocoas AND Chocolates.



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BUSINESS DISTRICT
OF
SAN FRANCISCO,

showing the Ferry Landing
(the main gateway for all
travelers from the East), all
the leading Hotels, Theatres,
Postoffice, Custom House, etc.
But what will interest Alas-
ka travelers most is the loca-
tion of the great house of

TILLMANN & BENDEL,

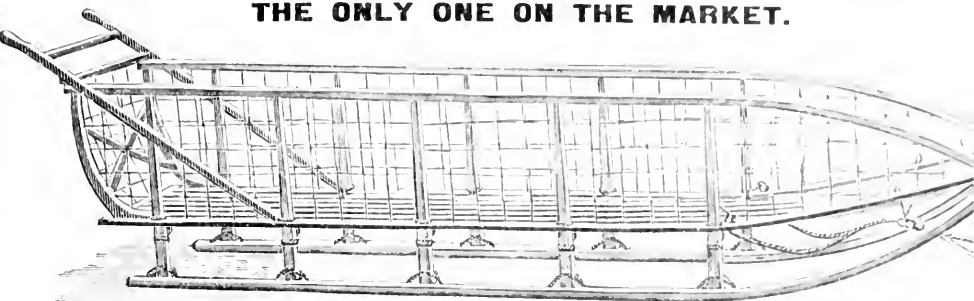
the controlling head of the Wholesale Gro-
cery Trade of the Pacific Coast; manufact-
urers of Spices, Baking Powder, Flavoring
Extracts; importers and roasters of Coffee;
proprietors of the OAKLAND PRESERVING
Co., the leading packers of high-grade Fruits
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Tillmann & Bendel began business in the
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many years past they have extensively sup-
plied Alaskan trade, and, since the rush to
the Yukon began, have naturally become the
headquarters for Miners' Provision Outfits.
They are thoroughly familiar with the wants
of miners in the North. They are firmly
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to the distant North. The extent of their trade
enables them to offer the very lowest prices. The fine quality of their special brands of
Coffee, Teas, Spices, Extracts, Baking Powder and Canned Goods has given rise to the
popular expression, "If it's TILLMANN'S it's GOOD."

Stores: 313-327 Battery Street. Coffee and Spice Mills: Battery and Pacific Streets.
Canneries: Oakland, Cal.

THE ALASKA FREIGHT SLED.

THE ONLY ONE ON THE MARKET.



The above illustration is a correct reproduction of the only ALASKA FREIGHT SLED on the market. This is made from a pattern furnished by the gentleman who took the United States census in Alaska, and is a reproduction of the one that he used in traveling thousands of miles when taking the census, and in which he carried his outfit and provisions.

The sled is **much larger** and **stronger** than the "Yukon Miner's" sled. It is made entirely of oak, and at the joints, instead of being riveted, it is mortised and lashed **with rawhide** so that there is not the same liability of breakage as there would be if bolted together. The top hamper is made of oak interlaced with rawhide and tarred marline.

This sled is not an experiment. It is the kind the natives use, and will be found invaluable for transporting all kinds of merchandise. It is intended to be used for a dog team or to be hauled by hand. The weight is approximately 75 pounds. Its carrying capacity varies from 1,000 to 1,500 pounds, according to the material transported. We are the only manufacturers of this kind of sled. Price is \$50 each.

BAKER & HAMILTON, San Francisco.

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WALTER B. COOKE

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ADVERTISING SPECIALISTS

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Rooms 23 and 24.

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ADELSDORFER & BRANDENSTEIN,
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IMPORTERS AND MANUFACTURERS.
PACKERS OF THE FAMOUS
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PICKLES, ETC.**

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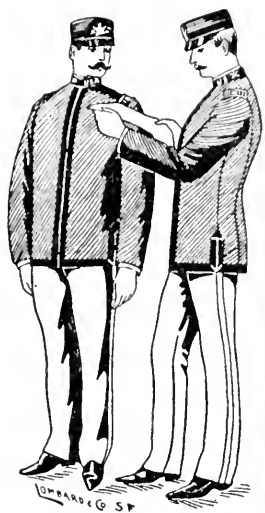
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COTTON AND CASSIMERE OVERSHIRTS,
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IMPORTERS OF

Wool and Cotton Hosiery, Gloves, Sweaters, Men's and
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Shawls, Cotton Comforters,

Corsets, Embroideries, Laces, White Goods, Ribbons,
Trimmings, Cotton and Wool Yarns,
Elastics, etc., etc.

Don't go to the Klondike without a supply of

FONTANA & CO'S

CELEBRATED

Canned • Fruits • and • Vegetables.

"COLUMBUS" BRAND,

"ORO" BRAND,

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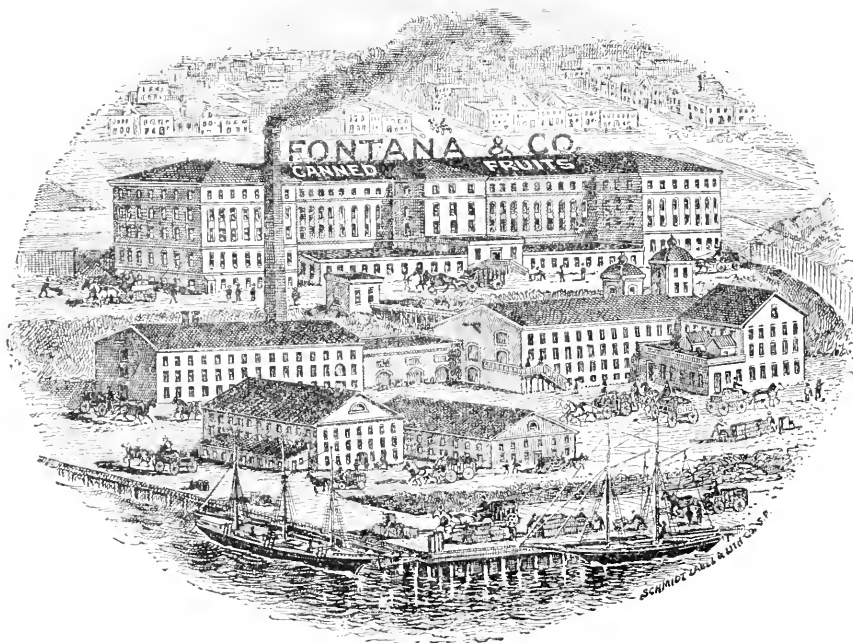
"PALMETTO" BRAND,

"BALBOA" BRAND,

"COSMOS" BRAND,

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Largest Packers of Canned Fruits and Vegetables in America.

**Canned Fruits of All Varieties, and the
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CABBAGE,
BEETS,
CARROTS,

TURNIPS,
CAULIFLOWER,
SPINACH,
ONIONS,

PEAS,
BEANS,
TOMATOES.

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Offices, 134-136 Market St.,

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This is the Beef we recommend.



Dodge, Sweeney & Co.,

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Pacific Coast Agents.

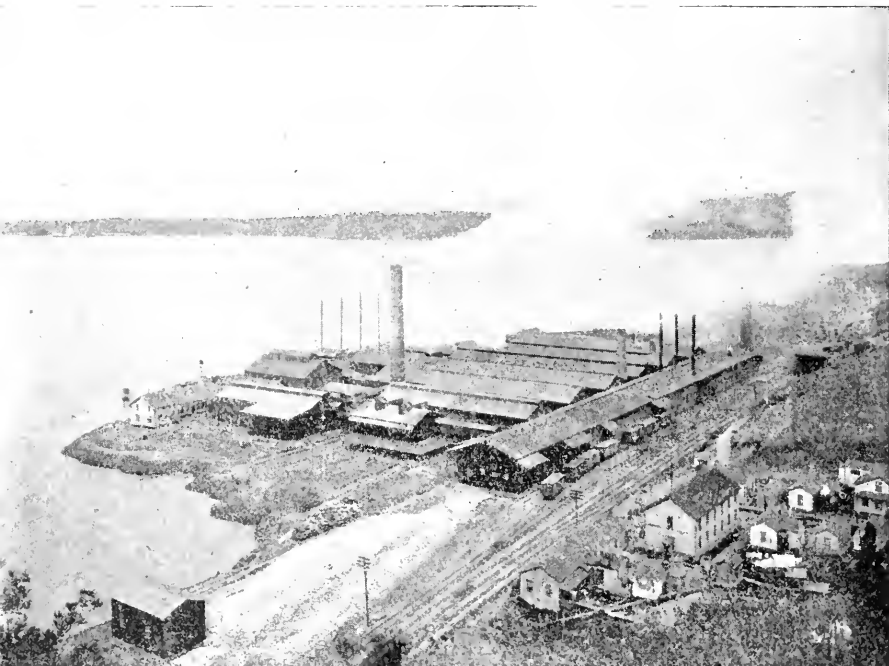
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**Assayers and Refiners of Gold Dust and Gold
and Silver Bullion.**

Smelters of Gold, Silver and Lead Ores.

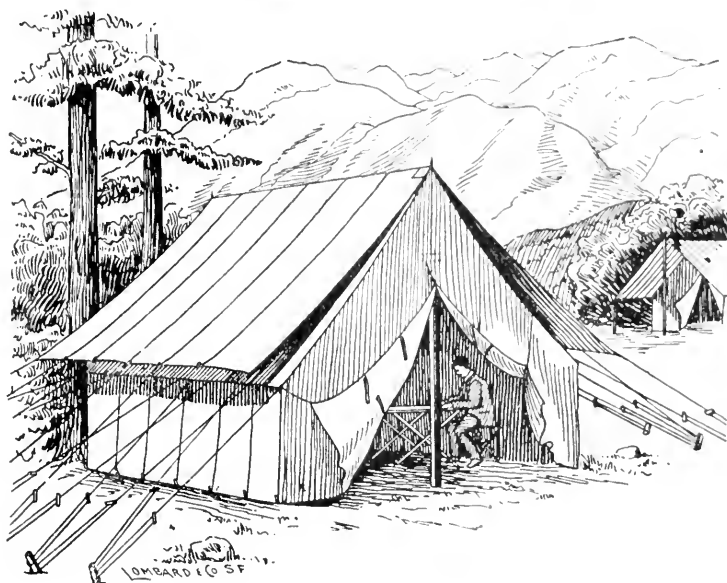


This Company has refined the bulk of the GOLD shipped from the YUKON COUNTRY during 1897.

Included among its DEPOSITORS are the ALASKA COMMERCIAL COMPANY and most of the PIONEERS of the KLONDIKE DISTRICT, to whom it refers.

DEPOSITS are paid for in TWENTY-FOUR HOURS after receipt.

WATERPROOF Covers, BAGS AND DUCK, TENTS.



PACIFIC COAST AGENTS
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A. J. Tower's Fish Brand
OILED CLOTHING.

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(ALBERTON MILLS)

COTTON DUCK.

AMES & HARRIS,

MANUFACTURERS AND IMPORTERS,

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KLONDIKE *and* YUKON CLOTHING OUTFITS

Extra Heavy Gray and Colored Blankets,
Flannel Over and Under Wear,
Mackinaws in all Colors,

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Wool Sweaters,
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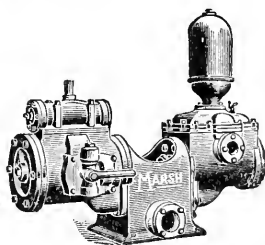
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Wholesale Manufacturers of Clothing
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Will you use a Simonds Circular Saw, Cross-cut Saw, Leather Belting, Rubber Belting, Dodge Wood Split Pulleys, Emery Wheels, or Marsh Steam Pumps?

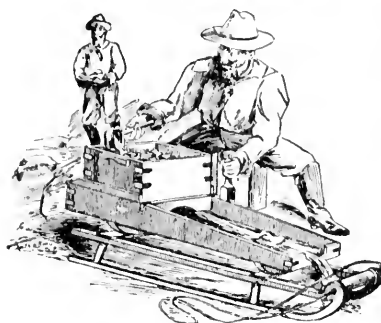
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GOLD Scales and Weights, Gold Wash Pans (Russian Iron and Polished Iron), Gold Dust Blowers, Miners' Horns of all kinds, Prospecting Picks, Gold Washers or Rockers, Horseshoe Magnets, Iron Mortars, Magnifying Glasses, Quicksilver, Crucibles, Acids, Chemicals, etc., including full supplies for Assayers, and Materials and Chemicals for quartz mills, etc.

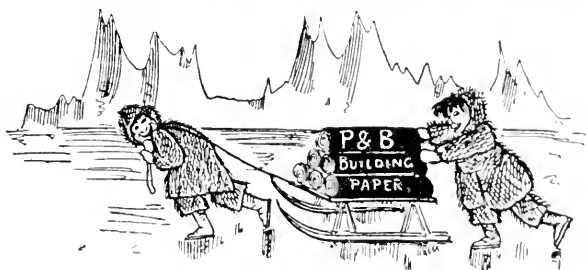
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Don't forget it or you'll regret it.



P. & B. PAPER is a necessity.

It will keep your cabin warm and dry.

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ALL DEALERS SELL THEM.

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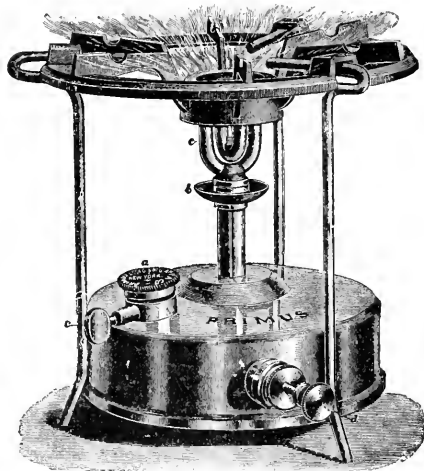
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NANSEN, IN HIS
Polar Voyage,

HAD, AS PART OF HIS
EQUIPMENT, THE

"Primus" Oil Stoves

and writes in "Farthest North" —



"We took with us rather more than four gallons of petroleum, and this quantity lasted us 120 days, enabling us to cook two hot meals a day and melt an abundance of snow for water."

BEING SAFE, SIMPLE, COMPACT, PORTABLE, ECONOMICAL, DURABLE, EFFICIENT AND CLEAN, THEY ARE THE BEST STOVES FOR KLONDIKE.

"PRIMUS" BRAZIER'S TORCHES use ordinary coal oil, give 2,600 degrees heat, and will thaw better than any fire known. A number already in use at Klondike. Send for special circular.



Klondike Camp Stoves.

Ten styles and sizes of sheet-iron Camp Stoves for use in tents, log cabins, or in the open air. Furnished to fold flat, if desired, for easy transportation on sleds or pack animals, or arranged for the oven to receive the utensils.

We have supplied the Alaska miners for many years. Let us fit you out before you go.

Steel Ranges

for large camps, cooking utensils for camp and cabin. Gold pans, etc.

HOLBROOK, MERRILL & STETSON,

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Fast Twin-screw Steamships. Short Route to London, Paris and Hamburg.

THIS COMPANY OFFERS LOW THROUGH RATES FROM EUROPE, (VIA SAN FRANCISCO,) TO KLONDIKE, VIA GALVESTON SERVICE.

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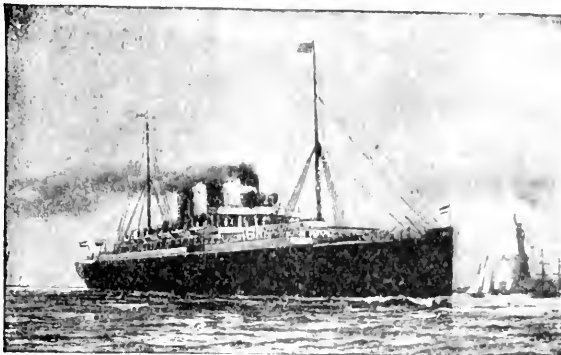
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MANUFACTURERS OF

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OF EVERY DESCRIPTION FOR HOUSES, SHIPS,
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Varnishes, Brushes, White Lead, Turpentine, etc. A Complete
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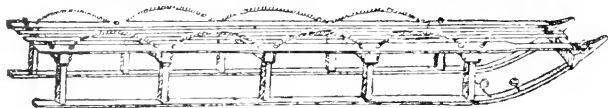
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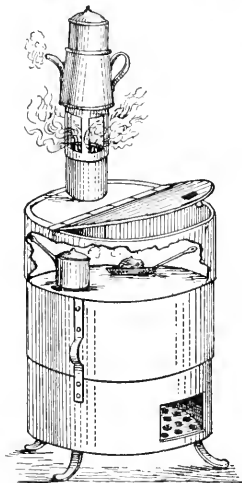
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YUKON MINERS' SLEDS.



*Alaska Freight Sleds, Yukon Picks and Handles,
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Telescope Sheet Iron Stoves.



Will Not Warp.
Light and Practical.
Weight only 17 Pounds.

A Full Line of...

MINERS' TOOLS,

ALSO

HARDWARE,

EDGE TOOLS, ETC.

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— FOR THE —

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HIP RUBBER BOOTS FOR MINERS.

“CRACK PROOF.”

BE SURE THE HEEL IS STAMPED :

None Genuine Unless Heels are Stamped :



Cuts represent stamps on heels, also knees.

— Beware of imitations.

None Genuine Unless Heels are Stamped :

“Union India Rubber Co. Crack Proof.”

These Crack Proof Boots are made of the very best and carefully selected Pure Para Rubber, reinforced with the Pure Rubber Springs on Instep. All our Crack Proof Boots are plainly stamped on the Heel and inside of the Upper, “Union India Rubber Co. Crack Proof,” and no other Boot is genuine.

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BE SURE THE HEEL IS STAMPED :

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None Genuine Unless Heels are Stamped :

“Goodyear Rubber Co., Stout's Snag Proof.”

This Boot is manufactured with a center of Cotton Duck, with Coatings of Rubber so incorporated into the fibre of the Duck by heavy machinery as to make a waterproof material that stands the severest test of wear and renders it next to impossible for it to be cut or torn from contact with rough or sharp surfaces.

Rubber and Oil Clothing and Sacks,
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High-cut Overshoes.

GOODYEAR RUBBER COMPANY,

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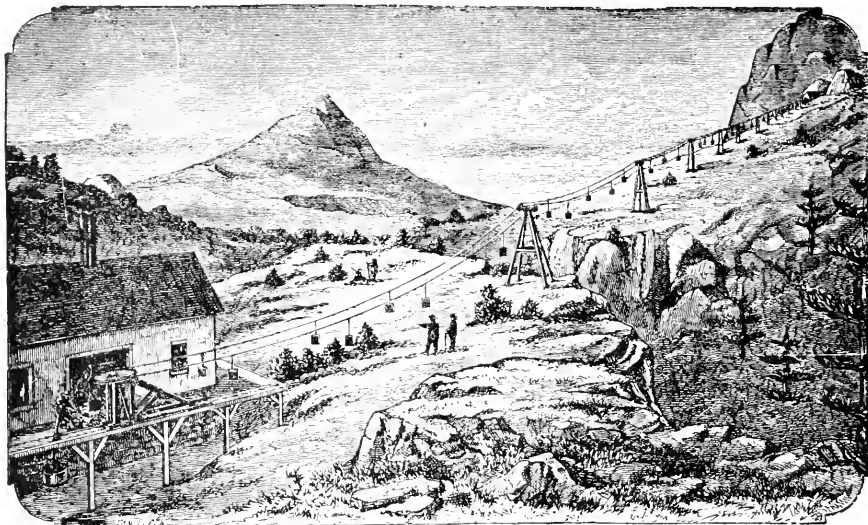
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Washburn & Moen Mfg. Co.

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Tramways, Ropeways, Cableways.

BARE AND INSULATED
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Telegraph and Telephone Wire
A SPECIALTY.

The only Wire and Wire Rope Factory on the Pacific Coast.

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Of Every Description and for All Purposes.

Telegraph and Telephone Wire, Submarine Armored
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For Hoisting, Logging, Shipping, Tramways,
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CABLE AND STRAND FOR STREET RAILWAYS, GUYS, ETC.

Flat Strand Wire Rope AND "Hercules" Wire Rope.

BARB WIRE, WIRE NAILS,
WIRE CLOTH AND NETTING.

Roebling's Patent Fire Proof Stiffened Wire Lathing.

Sole agents Pacific Coast for IMPERIAL HIGH POTENTIAL
PORCELAIN INSULATORS. Thoroughly vitrified and homogeneous
throughout. Guaranteed to stand, without puncturing, a salt water
test of 40,000 volts. Every insulator tested. Send for circular.

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NEW JERSEY WIRE CLOTH CO.
WEST COAST WIRE AND IRON WORKS.

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171 and 173 Lake Street,	CHICAGO, ILL.
22 Front Street,	PORTLAND, OREGON.
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"THE ROYAL BAKING POWDER IS THE ONLY POWDER THAT WILL ENDURE THE SEVERE CLIMATIC CHANGES OF THE ARCTIC REGION. A MINER WITH A CAN OF BAD BAKING POWDER IS ALMOST HELPLESS IN ALASKA. THEREFORE, WE HAVE USED NOTHING BUT ROYAL BAKING POWDER."

THE ONLY
FLOUR
SUITABLE FOR ARCTIC CLIMATE



DRIFTED SNOW
XXX FLOUR
MANUFACTURED BY
SPERRY FLOUR COMPANY
SALINAS, CALIF.
FROM CALIFORNIA WHEAT
BY SPERRY FLOUR COMPANY.

GERMEA

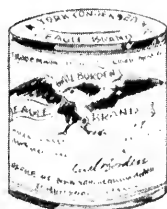
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1lb. GERMEA MAKES 4lbs. FOOD. 1lb OATMEAL MAKES 2lbs. FOOD.
GERMEA TAKES 3 MIN. TO COOK. OATMEAL TAKES 50 MIN. TO COOK
GERMEA 95% NUTRIMENT. OATMEAL 73% NUTRIMENT

GERMEA THE ONLY CEREAL USED IN ALASKA. A POSITIVE PREVENTIVE SCURVY

Don't Take Chances with Poor Milk



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EAGLE BRAND
CONDENSED
MILK

BORDEN'S
PEERLESS BRAND
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ABSOLUTELY PURE MILK.
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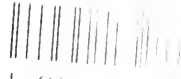
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